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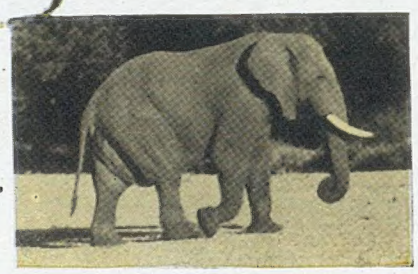

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Volume CCXXIII No. 2916 The SPHERE, London, December 31, 1955

The SPHERE
with which is incorporated THE GRAPHIC

INDEPENDENCE FOR THE SUDAN—THE DEBATE IN THE KHARTOUM PARLIAMENT WHICH ENDED IN A UNANIMOUS VOTE FOR FULL SOVEREIGNTY: Mr. Mubarak Zaroug, the Minister of Communications, speaks from the despatch box on behalf of the motion declaring that the Sudan is to become a fully independent sovereign State. Behind him, in a white suit, sits the Sudanese Prime Minister, Sayed Ismail el-Azhari, whom Mr. Zaroug described as the "chief architect of the new Sudan."

It was an act of considerable statesmanship on the part of the Sudanese Prime Minister, Ismail el-Azhari, to get the Sudan Parliament to declare the independence of the State on December 18. Once the elections were over last year, it was clear that the overwhelming majority of Sudanese rejected the idea of a close link with Egypt. Nevertheless, the terms of the Anglo-Egyptian treaty on the Sudan demanded that the choice of independence or union with Egypt should be placed before the Sudanese. When it became apparent that this choice could not be long delayed Britain and Egypt agreed, earlier this month, that a plebiscite on the issue should be held. But Ismail el-Azhari and the Sudanese Parliament forestalled such a plebiscite by declaring the State's independence with a unanimity that is very rare in this assembly. Faced by the *fait accompli*, the Foreign Office in London declared that it welcomed the declaration of independence. The Egyptian Government, which had expended much money and effort in an attempt to woo the Sudanese to a union with Egypt, was understandably less enthusiastic; but it is treating the new nation with respect.

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ARGENTINA'S NEW ENVOY

DR. ALBERTO CANDIOTI ARRIVES IN LONDON TO TAKE UP HIS NEW DUTIES : He is seen with his wife shortly after their arrival at the Argentine Embassy. Dr. Candioti at the time of his appointment to London was a Representative in the House of Deputies. Since he embarked on his diplomatic career in 1912 he has represented the Argentine in several countries. From 1943, when he resigned his post as Ambassador in Mexico, Dr. Candioti carried out an intensive political campaign, from the ranks of the Radical party, in defence of Argentina's moral and civil liberties, and under the Peron regime was imprisoned on several occasions, the last time for nearly two years.

OSLO'S MAYOR IN LONDON

MR. BRYNJULF BULL, THE MAYOR OF OSLO, IS THE GUEST OF THE MAYOR OF WESTMINSTER : He is presenting to Councillor Patrick Stirling at Westminster City Hall a set of silver-gilt and enamel spoons and forks as a gift from the people of Oslo. Mr. Bull, who came to this country to switch on the illuminations of the Norwegian Christmas-tree in Trafalgar Square, also attended a reception given in his honour by the Mayor.

RECRUITS FOR BRITISH RAILWAYS

THE NEW RECRUITMENT CENTRE AT EUSTON : Mr. W. W. Harris, Chief Recruiting Officer at the London Recruitment Centre of British Railways, welcomes the first recruit. He is twenty-five-year-old Derek Roberts, of Hounslow, Middlesex, who has been signed on as a clerk. The procedure at the new centre (and also at a new centre in Birmingham) is such that an applicant for a job can be interviewed by the Recruitment Officer and medically examined, and at the conclusion of the formalities be allocated to a vacancy in any of the Regions.

RATES OF SUBSCRIPTION TO "THE SPHERE"

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A London Newsletter

195-198, STRAND, W.C.2.

Happy New Year.—And now a Happy New Year to you all! Last week I wished you all a Happy Christmas. Well, you 've had it, and if this new wish opens my mouth wider, it gives me a longer time in which to prove myself a true prophet. The winter still lies before you. You won't have a summer quite so good as last year. Economically, we may not be so heavily in the red, yet we can't expect to be in the pink by the end of this New Year. We shall certainly still be in the cold war. Let us hope it don't turn warmer in the Middle East. I can't say the ingredients for a 1956 pudding of peace and prosperity look very inviting, but the statesmen and cooks must use the stuff they have and *we* must stir the pudding with good will. We shall have our recreations and distractions, on which we set a high price. Those Americans will be glued to President-making. We shall have Test Match fever. Aeroplanes will fly faster and cars will travel faster over little patches of new roads. Traffic jams will grow worse. Prices will rise, so will pay-packets. TV will be brighter and perhaps better. There will be shocking killings all over the place, especially on the roads. There will be disasters on land and sea and in the air, international crises, top-level conferences, weather-records, scandals in high life, and many other opportunities for banner headlines and gossip columns. In short, we shall be a little sillier, a little madder, a little less worth saving by the end of the year.

Twist ye, twine ye, even so
Mingle tears of joy and woe.

We shall probably stagger through to 1957 much as we did to 1956. Of course, it *may* prove a year of miracle or debacle, but I shan't put my money on either. I 'm not Old Moore or Jeremiah or a statesman seeking place and power. We must face the future with cool heads, but without cold feet.

Cabinet Shuffle.—The student of politics who confidently announced Sir Anthony's chief moves in a Cabinet reorganisation to be announced before the year ended seemed to me a bold prophet. He suggested a game of general post at a very serious, critical time. And how the devil did he know ? Is nothing secret or sacred at No. 10 ? Are there spies everywhere ? I can quite understand Sir Anthony trying at all times to strengthen his Ministry and find the fittest men for all the portfolios. But never have I understood the game of general post which Premiers often play. Just when a new Minister is beginning to rely on his own knowledge of his new post and is no longer forced to rely on the advice of his permanent officials, just when he may begin to profit by his own mistakes, he is switched to another job and must begin again as a new boy. This bold prophet, using his backstair information, told us that Mr. Butler would leave the Exchequer, that Mr. Macmillan would succeed him as Chancellor, and Mr. Selwyn Lloyd move to the Foreign Office. If we judge an administration early in its life by results, Sir Anthony's has signally failed. It has *flopped,* and there is every reason to remove the duds and dead-heads. But this general post will delight the Opposition and convince many Government supporters that Sir Anthony decided that both his chief Ministers proved expensive failures in their jobs as Chancellor and Foreign Secretary, that Mr. Butler must be kicked upstairs and Mr. Macmillan allowed to " have a stab " in another job. Certainly, the " workers " have lately shown no tendency to listen to Mr. Butler's pep-talks on restraint. I cannot credit the Premier with a laudable desire, at the nation's expense, to put all his most hopeful boys through the shops so as to qualify with knowledge of all departments to succeed him as Premier. Some of the boys are elderly. The Government changes seem to be a frank admission by the Premier that his first selections were hopelessly at fault, and that he is now going to try a serious Cabinet construction to deal with serious situations at home and abroad. Making every allowance for bad luck and unforeseeable snags, his Government's record to date is disappointing.

Cost of the Navy.—Admiral Hughes-Hallett, M.P., has always fought for Government economy. In *Brassey's Annual* he has now turned his guns on the Navy. The Fleet is " less than two-thirds " what it was twenty years ago, but man-power figures are up by 40,000. The number of admirals and captains has continually risen, while sea commands for them have fallen by 50 per cent. Civilians and scientist research staff have increased on an average fourteen times. The Admiralty itself has trebled its administrative cost. In all this, the Admiral sees disturbing " proof of the tenacious hold on life of public institutions long after they have become redundant." There is pith in that understatement. It *sounds* like the " Parkinson System " afloat. It is the curse of our existence and a prime cause of our economic plight. This phenomenon is to be seen in every walk of life, in the Court, in the County Councils, in Whitehall and in Littleton Parva. Nothing and no one must ever be axed as redundant.

Mr. Gaitskell.—Mr. Gaitskell's election by a large majority to succeed Earl Attlee as Leader of the Labour Party recalled to my mind two clichés. The first, that Winchester tends to turn out her boys all on the same pattern. Mr. Gaitskell is perhaps the exception that proves the rule. He is not a typical Winchester man. The second, that no calling can compare with that of politics in its dazzling prizes and bitter disappointments. Mr. Gaitskell's election and Mr. Morrison's resignation confirm this cliché signally. The former has only been in Parliament ten years. He was a Minister after one year, Chancellor after five years, the youngest Chancellor since Austen Chamberlain in 1903. Now, if he can hold his party and his popularity, if the electors please he may be Premier at fifty-four. There is no more anxious miserable business than a long wait for another man's shoes. Mr. Morrison has a long and fine record in Parliament and office and was a loyal second to Earl Attlee. As the years passed in devoted, hopeful service, the fear came to him that his feet might shrink and grow too small for the shoes. And so his Party decided ; with regret, I am sure. Party quarrels no doubt helped to bring about this disappointment. Two of his colleagues carried heavier guns, made more noise, attracted more attention. One beat him out of the field, the other helped to make his defeat decisive. No doubt a high honour will be some compensation for a fine career, but it is power which politicians crave and honours do not give it. An acknowledged architect of the Party's policy and organisation, a holder of a great office of State, Mr. Morrison must feel the deprivation and wonder if he deserved it. " Youth will be served " may be largely true in the prize-ring. It is often contradicted in political life. While " equality of opportunity," that will o' the wisp, is still being hunted by working parties, the older public schools continue to turn out men who appeal to all parties as fit for leadership.

A BRITISH GIFT TO DOMINICA

A BUST OF LORD PALMERSTON IS PRESENTED AT A CEREMONY IN LONDON : It has been given by the Hispanic and Luso-Brazilian Councils to the Dominican Republic for erection in the newly named Avenue Palmerston in the country's capital. Speaking at the ceremony at Canning House, Belgrave Square, is the Marquess of Reading, Minister of State for Foreign Affairs. On the left is the Ambassador, Senor Dr. Don Luis F. Thomen ; and on the right are Viscount Davidson (President of the Hispanic Council) and Lady Davidson. The white marble bust comes from Broadlands, Palmerston's Hampshire home, and is the gift of Lady Mountbatten. The renaming of the thoroughfare in Ciudad Trujillo is in recognition of the statesman's support of Dominican independence.

Top-Level Visitors.—There is a mild controversy going on about the proposed spring visit to Britain of Bulganin and Khrushchev. I am in favour of leaving the Russians to decide whether or no to adhere to the plan. Their visit, if they make it, can do no harm and may do some good. Even statesmen sometimes learn by their mistakes. Interchanges of visits between East and West are becoming more and more the fashion, and quite obviously are, at the " lower level," doing more good than harm in improving international good will. M.P.s, athletes, sailors, farmers, and so on, exchange visits to Russia and England and go home again swearing that the other fellows are jolly good fellows, friendly, interested, and generous hosts. The peoples who sit in darkness are beginning at last to do the job which their statesmen fail still to do, and their success and the reasons for their success are clear to me. The sailors, farmers, athletes, are trained men ; they know their jobs, they

come to study and compare, they feel no compulsion to make political capital or public pronouncements; they don't feel that they have a duty to their nation or even to their calling to boost their own country or criticise other countries. So they successfully combine business with pleasure and a good time is had by all. How different it is with many "top-level" visitors, most of all, those Russians. They are not trained men. They know no history except their own since 1017. They have no experience of diplomacy, new or old. They are afraid of critics in the Kremlin, their own team; fearful that they will be accused of non-Communist utterances, of truckling to capitalism. They are worried by the Press reporters who will report (and they fear distort) their every utterance, and they have no more chance to be themselves, to act naturally and genially, than has a moderate amateur playing a difficult role at a West End theatre for charity before a cultured audience. Western statesmen and diplomats are ham-strung no less, if in different ways. They, too, are always looking over their shoulders for critics from home, from the Opposition or their own party malcontents, and their pronouncements are too studied and tortured to advance the cause of understanding. I believe that, if these Russians come, they will roar us as gently as a sucking dove and go back to Russia a little more convinced that capitalism is doomed and needs no extra push to the crater edge, and indeed is not worth powder and shot. And that will be a GOOD THING. Let us then hope that Bulganin and Khrushchev are not purged before spring.

Rates and Assessments.—They tell us that the new rating assessments will show increases of from 200 per cent. to 30 per cent. The lucky ones among private householders will be those whose new assessments are in the latter grade. They tell us not to shout out our complaints too soon, but to await our first demand under the new assessments. Our local authorities will have so much more money to play with that they may be able to lower their demands (reduce the rates) and so leave us no poorer as ratepayers. That may be shrewd advice coming from them. It may induce optimists to forbear to appeal against new assessments. But it is more than optimistic to expect that local authorities with more to spend will suddenly develop an urge to economise in small matters or big. I have lived in a house which, isolated and unserved by public utility and amenity (water, sanitation, electricity, buses) for eighteen out of twenty years of ownership, provided no more advantages of civilisation than in the eighteenth century. In those eighteen years, my rate-demands increased by 125 per cent., and latterly have been stepped-up fiercely, in order that our rural area could contribute to the needs of new towns and overspills on our county border. Even in 1936, our house was assessed very high for one which had been empty for eleven years, had failed to find a purchaser ready to cope with its primitive conditions, and certainly had never been let. It does not look as if the new assessments will embody the principle of compensation for inequitable burdens endured over many years past. And my own experience of social justice does not encourage me to accept what is coming to me in silence, for it will be for many of us not only a question of enduring social injustice philosophically, but of stark economic facts. Not every class of worker and householder has secured wage and income increases to keep pace with the soaring cost of living. For those unfortunates every new increase in the cost of living is serious. In the twenty years in which I have lived in my house, charges which *must* be met have, with very few exceptions, risen from 50 per cent. to 200 per cent.

Twenty-Mile Limit.—A law or regulation which few people obey if they have the means to break it is a bad law. It brings contempt on those who make and administer it, and adds a good deal of unnecessary duty to hard-pressed police and magistrates. As a generalisation, the average motorist would say that the only heavy vehicles which keep to 20 m.p.h. on the roads are those incapable of exceeding it. For the majority, even their schedules envisage a faster pace. A police patrol car, if it chose to devote one hour any day to a mile stretch of a trunk road, could keep its local Bench busy all Sessions day. The 30-m.p.h. limit is, of course, equally abused, and the magistrates themselves have become tolerant of the twenties driving at thirty, and the thirties at 35 to 40 m.p.h. Apparently the "heavy" interests subject to the twenty regulation are not all unanimous for a change. And, indeed, a stepping-up of authorised speeds might well bring more heavy vehicles on the crowded roads and thus cancel out the advantages in greater safety (through less urge to pass) and better and more economical trading conditions. Anyway, the Road Traffic Bill will contain no change. We shall go on breaking the law and neglecting the Road Code.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

TRAVEL and HOLIDAY NUMBER

The First Issue of 1956 will Contain a Special Illustrated Section Covering Resorts and Tours, with a Travel Diary and Information.

BRITAIN'S CHANGEABLE WEATHER—FLOODS IN PERTHSHIRE

FLOODS FOLLOW A DROUGHT ON A PERTHSHIRE FARM: Ayrshires graze on higher ground at the dairy farm of Sir Frederick Bell, at Chapelbank, Dalreoch Bridge, after the flooding of the River Earn. The bridge is seen in the background of the picture. The flooding took place a few days after the area had become seriously short of water. Other parts of Scotland were also affected by the drought and appeals were made for economy in the use of water. Although with the coming of rain and snow the restrictions were lifted, it was pointed out in Edinburgh that it would take considerably more than average rainfall over the next few months to replenish the supply in the reservoirs.

On left—

THE EXTENSIVE FLOODS CREATE THE APPEARANCE OF A SERIES OF ISLANDS: A view looking across the flooded fields of the Perthshire farm towards a house which appears to be standing on an island.

THE FLOODWATERS REACH RIGHT UP TO THE FARM BUILDINGS AT CHAPELBANK: This picture emphasizes the extent of the flooding when the River Earn burst its banks just before Christmas. The floodwaters stretch right across the valley, from the farm buildings on one side to the higher ground seen in the background.

NEW FACES IN HIGH PLACES

Sir Anthony Eden's Government Reshuffle has Involved a Change at the Head of Twelve Ministries

The first appreciable changes in Sir Anthony Eden's Government, which had been expected ever since the elections last May, finally took place shortly before Christmas. They were more sweeping than could reasonably have been expected six months ago. The departure of Mr. Butler from the Treasury has led to a wholesale reorganisation of the top posts. It seems particularly unfortunate that both the Foreign Office and the Ministry of Defence, whose departments events have proved in the past year to be badly in need of direction from the top, should now be welcoming their third Minister in eight months. However, Sir Anthony Eden has been able to retain in their present Cabinet posts many of those Ministers who have carried out their difficult tasks despite often ill-judged criticism. Notable among these are Mr. Lennox-Boyd (Colonies), Sir David Eccles (Education), Mr. Thorneycroft (Trade), and Mr. Amory (Agriculture). Nevertheless, room has been found for some of the ablest back-benchers, and the career of Mr. Aubrey Jones, the son of a miner, who has become Minister of Fuel and Power, will be watched with especial interest.

Below—

BRITAIN'S THIRD FOREIGN SECRETARY THIS YEAR: Mr. Selwyn Lloyd leaves the Ministry of Defence to go to the Foreign Office, where he was Minister of State from 1951-54. Mr. Lloyd, who is fifty-one, was elected to Parliament in 1945; he has had a meteoric rise in Parliament.

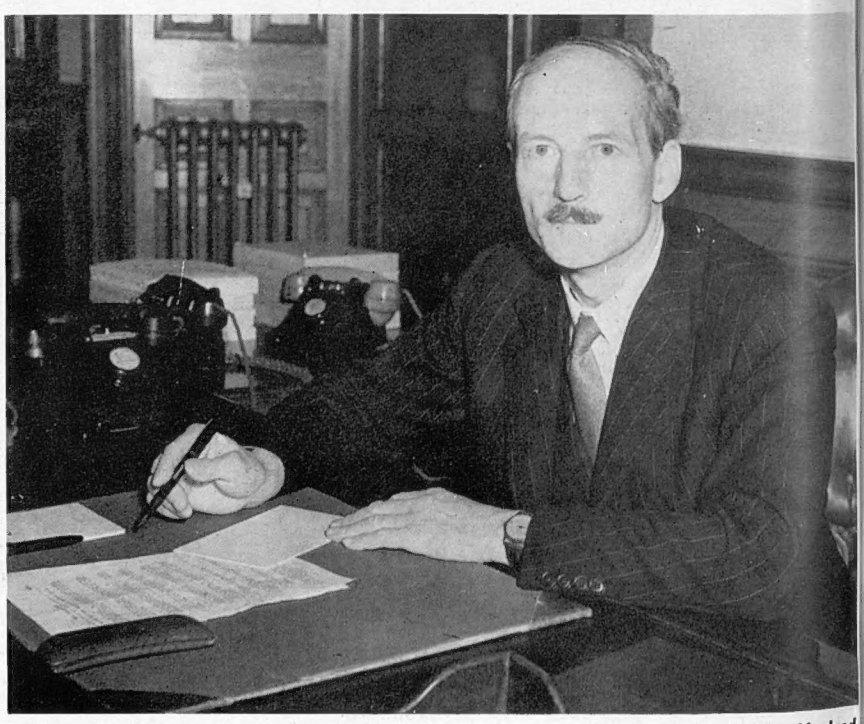
PIVOT OF THE GOVERNMENT CHANGES—THE NEW LORD PRIVY SEAL: Mr. R. A. Butler resigned his office as Chancellor of the Exchequer, which he had held since 1951, to become Lord Privy Seal and Leader of the House in succession to Captain Crookshank. Mr. Butler, who is fifty-three, will be responsible for planning and carrying through the Government's legislative programme, as well as for the direction of future party policy at the Conservative Central Office.

On right—

THE NEW CHANCELLOR: Mr. Harold Macmillan, who is sixty-one, leaves the Foreign Office after only eight months as Foreign Secretary to succeed Mr. Butler as Chancellor of the Exchequer. It is Mr. Macmillan's fourth Ministerial post in only fourteen months.

A SEAT IN THE CABINET: Mr. Patrick Buchan-Hepburn, formerly the Government Chief Whip, becomes Minister of Works and is given a Cabinet place.

FROM TRANSPORT TO PENSIONS: Mr. John Boyd-Carpenter, who is forty-seven, was formerly Minister of Transport and Civil Aviation. He now becomes Minister of Pensions and National Insurance; but he does not get a seat in the Cabinet.



PROMOTION FOR AN UNDER-SECRETARY: Mr. R. H. Turton, who succeeds Mr. Macleod as Minister of Health. Mr. Turton is fifty-two, and has been in Parliament for half his life. He was a Joint Parliamentary Secretary at the Foreign Office.

On left—
THE MINER'S SON WHO BECOMES A MINISTER : Mr. Aubrey Jones, who becomes Minister of Fuel and Power, has held only one minor Government post for a short time since his election to Parliament in 1950. Born in Merthyr Tydfil forty-four years ago, Mr. Jones has been closely associated with the steel industry since he came under the ægis of Sir Andrew Duncan in 1948. Earlier this year he had been appointed to the specially created post of General Director of the Iron and Steel Federation. Mr. Jones's predecessor at the Ministry of Fuel and Power received no political honours on his resignation.

On right—
TO DEAL WITH BRITAIN'S ROAD PROBLEM : Mr. Harold Watkinson, forty-five, becomes Minister of Transport and Civil Aviation. He has lately won great admiration for his work as Parliamentary Secretary to Sir Walter Monckton at the Ministry of Labour.

STRONG PERSONALITY FOR DEFENCE : Sir Walter Monckton succeeds Mr. Selwyn Lloyd as Minister of Defence. His appointment to another post at the age of sixty-four, and in the face of continued rumours of ill-health, was one of the surprises of the reshuffle.

CHANCELLOR OF THE DUCHY OF LANCASTER : Lord Selkirk, aged forty-nine, has been appointed to this Cabinet post in succession to Lord Woolton, who becomes an Earl. Lord Selkirk was formerly Paymaster-General, and has been a Scottish Representative Peer since 1945.

MINISTER OF STATE FOR COLONIAL AFFAIRS : Mr. John Hare succeeds at the age of forty-four to this post, previously held by Mr. H. L. D'A. Hopkinson, who becomes a baron. Mr. Hare was until recently a Vice-chairman of the Conservative Party Organisation. Mr. Alan Lennox-Boyd remains Colonial Secretary.

On left—
THE ONLY CHANGE AT A SERVICE MINISTRY : Mr. Nigel Birch, who is forty-nine, succeeds Lord De L'Isle and Dudley as Secretary of State for Air. Mr. Birch retired from business at the age of thirty-three to devote himself to politics ; he was at one time Parliamentary Secretary at the Air Ministry, and later became Minister of Works.

Below—
THE NEW TEAM AT THE MINISTRY OF LABOUR : Mr. Iain Macleod, the new Minister, at his desk with Mr. Robert Carr, appointed Parliamentary Secretary to the Ministry of Labour in the Government reshuffle.

The Foreign News in Pictures

MARSHAL TITO IN ETHIOPIA

And Other Events in Africa, America, Europe and Asia

THE LION OF YUGOSLAVIA MEETS THE KING OF KINGS: *On left*—Marshal Tito, the Yugoslav President, replies to the welcome given him by the Emperor, Haile Selassie, on his arrival at Addis Ababa to begin a two-week State visit. The Emperor, who was wearing his ceremonial lion's-mane headgear, met the President at the city boundaries and escorted him back into the city through waving and cheering crowds to the Imperial Palace. The streets along the route were lined by Army units and long banners were hung between the houses bearing messages of welcome. Before arriving at the Palace the procession halted to enable the President to receive the keys of the city from the Mayor. *On right*—The Emperor and the Marshal at the salute as the national anthems of their countries are played by a military band.

On left—
THE PRIME MINISTER OF THAILAND VISITS BURMA: Premier Pibulsonggram is seen presenting a donation of money for the Shwe Dagon Pagoda to U Nu, the Prime Minister of Burma, during the former's goodwill mission. Madame Pibulsonggram sits between the two Prime Ministers.

On right—
FIRST OIL REFINERY IN GREECE: King Paul of the Hellenes recently inaugurated the building of the first oil refinery in his country. He is shown inspecting a model of the proposed refinery shown to him by a representative of the German firm that will erect the plant near Athens.

A HOLY BATHE TO MARK THE ECLIPSE OF THE SUN: A general view of the massed bathing at the holy Snehat Tank near Kurukheshtra, in India. During the two hours that the sun was eclipsed in India last month, many thousands of people took part in the ceremonies. The eclipse started at 11.30 in the morning. Many thousands made the pilgrimage to the holy tanks from Delhi.

A PRINCE SWEARS ALLEGIANCE TO HIS COUNTRY'S FLAG: At a symbolic ceremony held in the Military Academy at Saragossa, Prince Juan Carlos, son of the Spanish Pretender (on the left), passed under the national flag with his fellow-cadets to mark his oath of allegiance to the nation. Prince Juan is generally expected to become King of Spain if General Franco restores the monarchy when he retires.

THE MALAYAN COMMUNISTS COME FROM THEIR LAIR : Following efforts to arrange talks, two representatives of the Communists arrive at a rendezvous near an airfield in North Perak State, Malaya, to fix a Christmas Eve parley.

THE REPRESENTATIVES OF BOTH SIDES MEET : Mr. Too Joo Hing, the Government emissary, wearing a tie, stands beside the two Communists. He was accompanied by the Commissioner of Police, Mr. Wylie.

OFF TO THE CONFERENCE : Mr. Too Joo Hing, holding open the car door, ushers the Communist envoys into the limousine that will take them to the meeting with the Chief Minister. A guard is in close attendance.

MUTUAL DEFENCE ASSISTANCE IN ACTION—FROM CANADA TO BELGIUM : Two petty officers of the Belgian Navy, both from Ostend, hoist their country's ensign on the ocean minesweeper *Artevelde*, at Seattle. This ship, of 750 tons, was handed over by the Canadian Government under the Mutual Defence Assistance Programme. She is the sixtieth vessel to have been transferred from Seattle.

THE FIGHT AGAINST TERRORISM IN TUNISIA : A Commando detachment of the French Navy combs the bushy hillsides of an area near Collo, 35 miles to the north-west of Philippeville. These troops were carrying out operations against terrorist gangs believed to have been responsible for some of the renewed outrages which caused a considerable deterioration in the situation in Algeria just before Christmas. Every day there were further reports of fighting, murder and arson, especially from the notorious danger areas of Bône and Constantine, near the Tunisian border. The unrest which is manifested in this fighting is accompanied by political moves in the Assembly in Algiers, which reflect the growing dissatisfaction of Nationalist elements in Algeria with the progress being made by France towards a form of Home Rule.

On left—

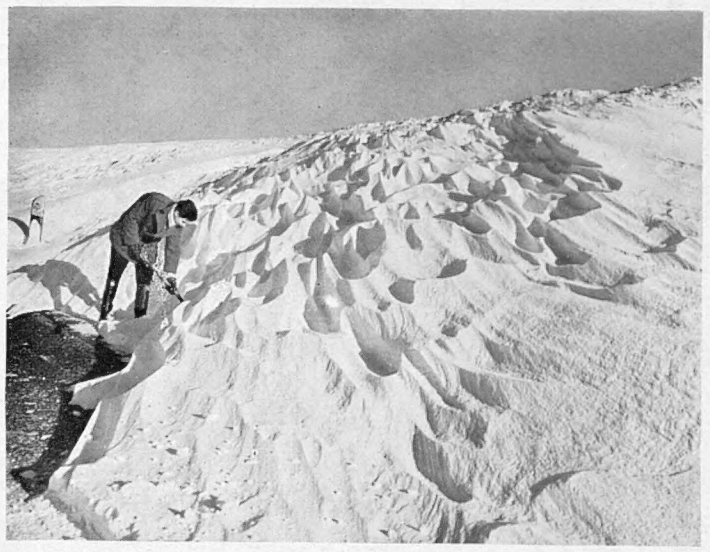
A DISTINGUISHED VISITOR FROM CHINA IN INDIA : Madame Sun Yat Sen talks with Dr. Rajendra Prasad, the President of India, in New Delhi. She is making a tour of India as the personal guest of Mr. Nehru, the Prime Minister. The widow of the founder of the Chinese Republic, whom she married in 1914, is a member of the famous Soong family. She is a Vice-chairman of the Central People's Government Council of China. One of her sisters is married to Chiang Kai-shek, the Chinese Nationalist leader.

WINTER COMES TO BRITAIN

A Heavy Blizzard Sweeps Across the North Country

STRANDED IN THE SNOW IN LANCASHIRE : Buses and lorries are snow-bound on the Ripponden Road, near Denshaw, between Oldham and Halifax, during the heavy snowstorms just before Christmas. Conditions in the North Country during the late December snowstorms were particularly bad. Several roads were blocked, villages were cut off and train services were seriously disrupted. Nearly all the main roads in Yorkshire were covered with over 6 ins. of snow, and the A.A. said that motoring conditions north of a line from Shrewsbury to The Wash were the worst this winter.

DIGGING OUT A COACH NEAR DENSHAW : It was one of the vehicles caught in the snow-blocked road as the blizzard swept across the North Country. The heavy snow also added difficulties to the Post Office during the Christmas rush, when postmen had to go by foot to snow-bound villages.



A MOUNTAIN OF SNOW ON THE ROAD : A start is made in clearing this snow-drift near Denshaw. The wind had whipped the snow into fantastic shapes, and these added to the difficulty of clearing the road.

A SNOW-PLOUGH TO THE RESCUE ON A BLOCKED ROAD : Men clear a way for traffic on the Otley, Pannal and Harrogate Road, near North Rigton, Yorkshire, where a blanket of snow covered the countryside.

THE OLD SAILING CLIPPER AT GREENWICH : The *Cutty Sark* at her final berth opposite the Royal Naval College at Greenwich, where she is being entirely refurbished and made ready as a permanent exhibit. Since she was berthed at Greenwich a year ago new light has been shed on what the *Cutty Sark* looked like in her earliest days.

NEW LIFE FOR THE "CUTTY SARK"

The Old Sailing Clipper Now in her Permanent Berth at Greenwich is Being Prepared for Public Exhibition in the Light of New Knowledge

BACK TO THE CHINA TEA TRADE DAYS : Workmen busy on the after end of the *Cutty Sark* at Greenwich are taking part in the general restoration. By 1957 she will look like the sailing clipper of the early 1870's.

THE FIGUREHEAD : Although not the original figurehead, it has long been in the *Cutty Sark* and will be in its place at the bows.

Just over a year ago the *Cutty Sark* made her last voyage when she was moved to her final berth at Greenwich Pier. Yet in a way this eighty-six-year-old clipper, this veteran of the days of the China tea trade, was on the threshold of a new career. Through the efforts of the *Cutty Sark* Preservation Society new life is coming to the old ship, and the pictures on these pages show how progress is being made at Greenwich towards presenting, by 1957, the *Cutty Sark* to the public.

The past year has been notable for a number of discoveries concerning the original vessel which was launched at Dumbarton for Captain John Willis, "Old White Hat." These discoveries will make it possible for the ship at Greenwich to "look as like the *Cutty Sark* in her heyday on the high seas as human hands can make her." The most important of them concerns pictures of the early days of the clipper, which are in the possession of the surviving members of Captain Willis's family.

One painting, in oils, is by F. Tudgay, signed and dated 1872, which shows the *Cutty Sark* under full sail with stunsails set. This was Captain Willis's own picture of the ship, and is regarded as perhaps the most important piece of contemporary evidence that has yet come to light of the details of the ship, not as she was designed, but as she actually was in her early days as a tea clipper. Every detail of the rigging is shown with punctilious clarity, almost down to the smallest rope-yarn. Furthermore, the ship is depicted listing so that one can see easily the colour scheme

(*Continued on following page*

b

THE RECENTLY DISCOVERED PICTURE ON WHICH THE RESTORED "CUTTY SARK" WILL BE BASED : This painting by F. Tudgay, signed and dated 1872, shows the *Cutty Sark* in full sail, her stunsails set.

NEW DECK HOUSES : A polisher is at work on one of the new deck houses which have been built on the clipper. They are of teak wood. Work on the vessel which involves timber has received the assistance of the Timber Trade Association.

NEW LIFE FOR THE "CUTTY SARK"

A NEW SECTION IS ADDED TO THE MAST : The lower foremast is being lengthened at the heel by 6 ft. 1½ ins. in order to make it correspond more nearly to the original when the clipper was built.

THE NEW LOWER DECK : A balustrade is set up on the deck which has been constructed to provide space for exhibitions, and for Long John Silver's collection of ships' figureheads.

On left—
WHERE SEAMANSHIP WILL BE TAUGHT : A view of the original Tween deck which is now under reconstruction. It will be used for giving interested students instruction in seamanship.

On right—
THE "CUTTY SARK'S" SKIPPER SLEPT HERE: This bed from the captain's cabin is restored at the Blackwall yard of Green and Silley Weir, Poplar.

(*Continued from previous page*)

of the upper deck, the inside of the bulwarks, the forward bulkhead of the poop, and the deck house.

If further confirmation were needed, it has been supplied by a contemporary painting of the *Cutty Sark* by a Chinese artist who worked at about the same time as Tudgay. This also shows the rigging in considerable detail and there is practically no discrepancy between the two paintings. It is known that the Chinese artists who specialised in ship portraits were remarkable for the accuracy of their details, and their pictures approximate more closely to coloured sail plans than to works of art.

The knowledge gleaned from these paintings, and from other information which has come into the hands of the Preservation Society, and of its masts and rigging sub-committee in particular, has been applied to the reconstruction now taking place. The Duke of Edinburgh has taken a great interest in these developments.

Perhaps the most important decisions that have been taken during the past year concern the masts. The existing lower foremast, it was decided, is not the original; and while it is sufficiently near to the original in appearance and structure to be maintained, it must be lengthened at the heel by 6 ft. 1½ ins. The existing lower mainmast is considered to be quite unsuitable for the original appearance of the ship, for it is too short and too thin, as it is of a type of construction differing from that of the foremast. Accordingly, a new lower mainmast is being constructed.

It must not, however, be thought that the Society's committee is so steeped in the traditions of the past that it ignores the benefits of the present. Steel is going to be used for the construction of the topmasts and topgallant masts, the mizzen spanker boom and many of the yards. The standing rigging, except for the lanyards, will be of strong steel wire.

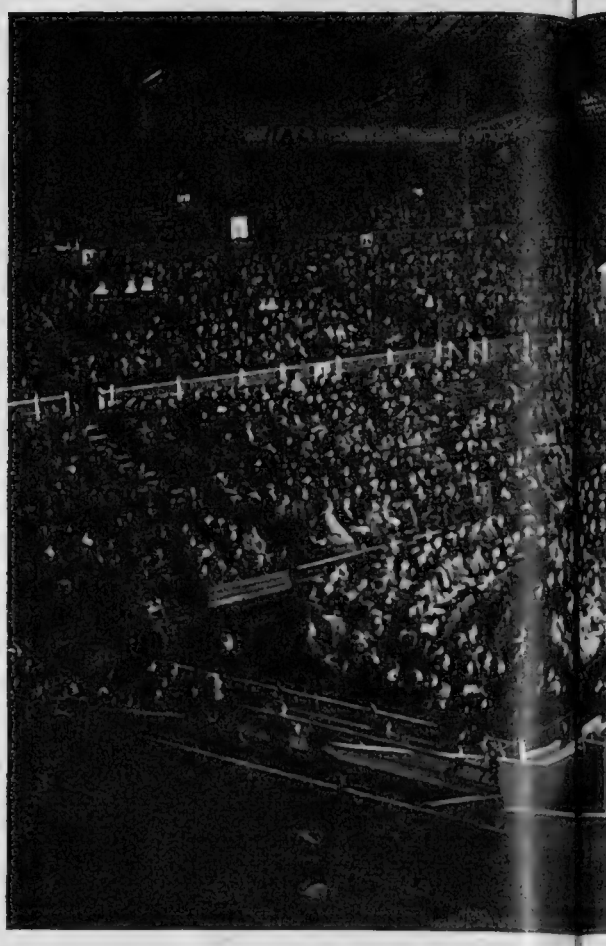
The offer of a supply of Terylene fibre by Imperial Chemical Industries has made it possible to provide the running rigging that would have been found in the *Cutty Sark* in her tea clipper days. This fibre, which will be tinted in manufacture to resemble the lightly-tarred hempen cordage of the old *Cutty Sark*, will add to the realism of the ship at Greenwich as well as adding to the life of the rigging, even in London's atmosphere.

In this way visitors to the ship will gain a vivid idea of the *Cutty Sark* as she was when she was active. It will give aspiring sailors a new sense of respect for their predecessors, who, without modern navigational aids, had to handle a great deal of gear in order to sail a fully-rigged ship through storms and the fury of the seas.

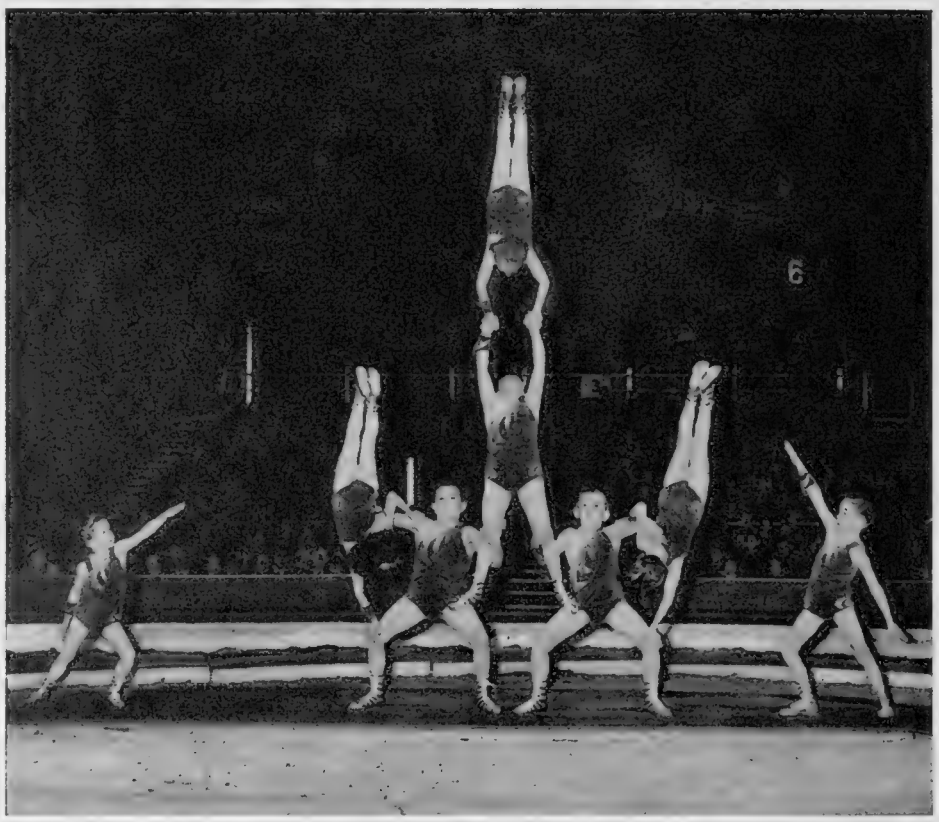
TO BE READY FOR THE PUBLIC BY THE SUMMER OF 1957 : A view to the forward end of the *Cutty Sark* from the mizzenmast as she undergoes reconstruction. Educational and museum facilities are being provided, and the clipper will be maintained as a Merchant Navy memorial.

A NEW RAIL FOR THE OLD SHIP : Throughout the ship defective woodwork has been replaced. The permanent dock in which she now lies is being prepared by the London County Council, but the refitting of the clipper is the responsibility of the *Cutty Sark* Preservation Society.

A NEW NAME-PLATE FOR THE OLD NAME : When the ship is finally refitted and open to the public in the summer of 1957, floodlighting will make the *Cutty Sark* an impressive sight by night as well as by day as she lies in the East India Import Dock.



HORSES IN THE RING : The troupe of twelve Lippizana horses reaches the climax of its act at Olympia. Fredy Knie, who presents them, is the joint owner with his brother of the leading circus in Switzerland. His acts have been great favourites with audiences at Bertram Mills Circus for years.



On right—

THE MIDGETS : They are posed in the finale of one of their numerous turns. Schaefer's Midget Company are being seen for the first time this year at Olympia. Their appearances include a performance on bicycles, tableaux of "Sèvres Porcelain Brought To Life" and "Scenes from the Original Snow White." With ponies they give an amusing display as "Roman gladiators."

AT THE CIRCUS

The Mills Performers Delight London

Bertram Mills Circus at Olympia, in London, is a firmly-established part of the Christmas tradition and for thousands of families the visit to it is one of the events of the year.

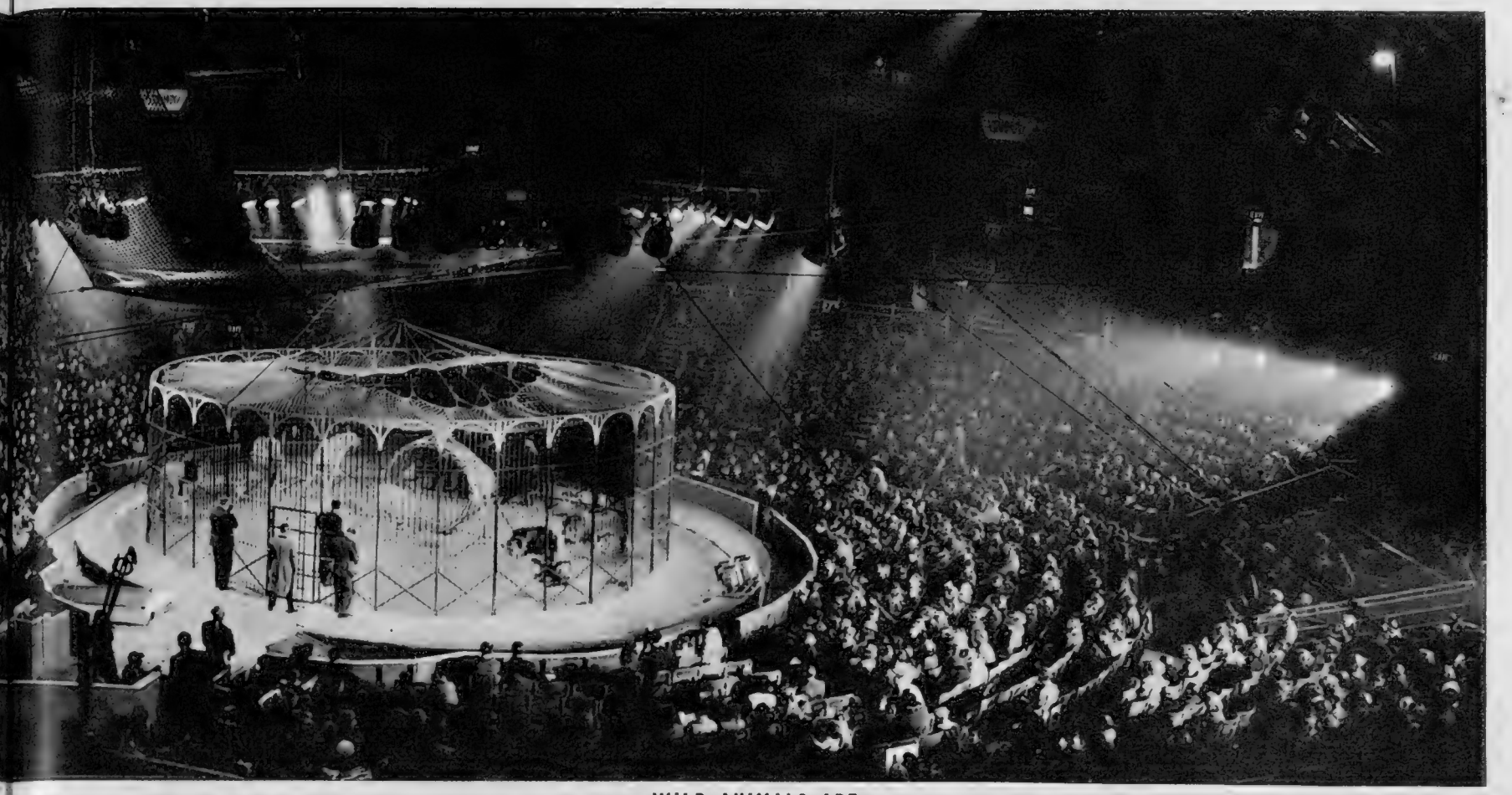
According to some critics, this year's performance is the best since the war. It is a calculated combination of the old and the new. There are, of course, the clowns. No Mills Circus would be complete without Coco and his colleagues Jackie, Percy, Albie, Beppo, Little Billy and Nikki. To this company has been added a new-comer, Hampe, who is described as the Hobo clown. Elephants, a wide variety of horses, wild animals, trapeze artists, knockabout comedians all have their places in the programme.

Among the acts appearing for the first time in this Circus are the Flying Sylvests and the Benneweis sea-lions. The former troupe accomplish double somersaults between the trapeze and the "catcher," and the latter are born showmen. Children are probably giving some of their loudest applause and laughter to the Lenz chimpanzees. Among their antics is a boxing match, the apes having the parts of the contestants, referee and timekeeper (and doctor and nurse to attend to the casualties).

At the two ends of the scale in size are the elephants and the midgets. Kruse's baby elephants drill gracefully. Their turn seems to be an example of a perfect understanding between two animals. As for Schaefer's midgets, they reveal a versatility of talents ranging from chariot races with ponies to acrobatics.

THE MONKEY BAND : From the left are Bobo, Janet and Billy (at the drums). They are members of Lenz's "Boxing Chimpanzees," so-called because one of their appearances is a bout in the ring. Their owner is William Lenz, from the Netherlands.

PERFORMING SEA-LIONS : Balanced and balancing, they are always one of the most popular acts. This year audiences are seeing the Benneweis sea-lions, who play musical instruments as well as catching fish and engaging in balancing turns.



FIRST APPEARANCE AT OLYMPIA : A bare-backed somersault is performed from the horse in the Dany Renz Act, which takes its name from its chief performer, a young Frenchman with generations of circus history in his blood. At one time Daniel Chagnon-Renz was a well-known oarsman in France.

WILD ANIMALS ARE TAMED : The audience watches breathless as Alex Kerr, a Scot, stands in the cage with his group of wild animals. With his accustomed skill he controls five lions, three tigers and Kim, the leopard.

On right—

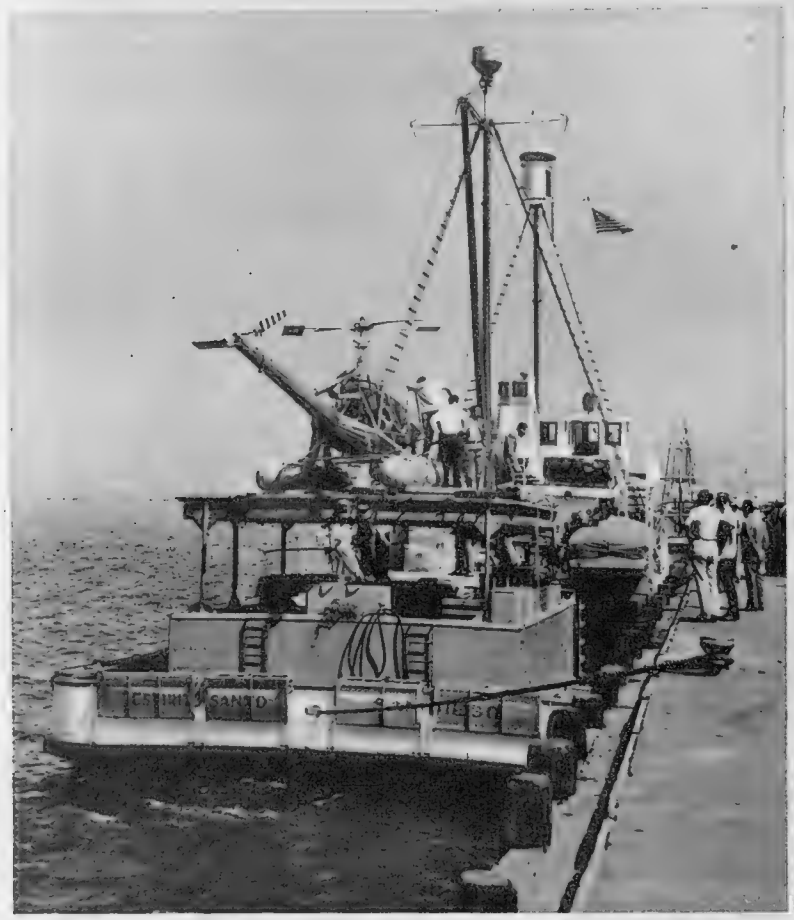
A BICYCLING ACT : Schaefer's Midgets line up on their bicycles. Altogether there are twenty-six midgets in the troupe. They show their great versatility as riders, animal trainers, dancers and fine comedians.

ARTISTS OF THE TRAMPOLINE : The six members of the Arriola Family, from Spain, are experts on the trampoline, or spring mattress, from which they perform somersaults.

THE BABY ELEPHANTS WIN APPLAUSE : Some of them were imported into Europe from India only five months ago. Gösta Kruse, from Sweden, who is their owner and presents them, has often been seen before at the Bertram Mills Circus. But for the young elephants their performance at Olympia is their first anywhere.

FISHING FOR TUNNY OFF THE CALIFORNIAN COAST

A voyage with the "Espirito Santo" of San Diego to the tunny grounds in the Pacific



THE FISHERMEN OF SAN DIEGO: *On left*—The *Espirito Santo* in San Diego harbour. She is capable of cruising 5,000 miles and can stay at sea for five months. The helicopter resting on the specially-built stern platform is one of the new developments that have taken place in the tunny fleets. *On right, above*—The crew using pole and line heave aboard some of the smaller fish. Those weighing less than 35 lb. can be dealt with by one man. Any larger than this become "two-polers," and sometimes, "three-polers."

TUNNY-FISHING is a thriving concern in the South Pacific and the prospect of an almost certain profit to show at the end of a season attracts an increasing number of quick-witted businessmen every year. At the moment approximately £28,500,000 is invested in the business and there is no reason to believe that it will not expand even further. The attraction is not simply to the investor who has some capital to sink in financing a trip to the tunny grounds but also to the men who man the ships. An ordinary crew member can hope to earn £3,500 a year, and an engineer £5,000. The owner of the vessel usually expects to pay for it in the first twelve months.

These figures are, of course, dependent on fortune, and the ever-present possibility of bad luck breeds intense competition amongst the crews. This spirit of competition is sharpened by the fact that wages are in accordance with the scale of the catch. On an average tunny boat when expenses have been deducted, 53 per cent. of the profit from the catch goes to the owners of the vessel, and the remaining 47 per cent. is shared among the crew. The boats are owned by combinations which usually include crewmen, captains, canneries and banks. A typical boat might be owned thus: one quarter by the captain, an eighth by the cannery, another eighth by the bank, a quarter by a local business man and the last quarter by the boat's engineer.

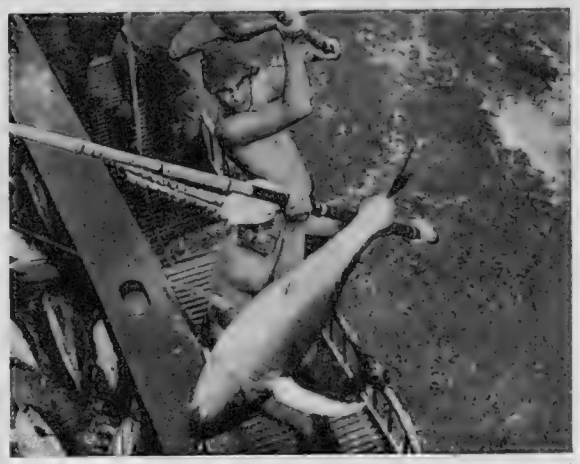
The ships themselves are well equipped with electronic depth-finders and radar devices, and the latest development is to furnish them with small helicopters to aid them in the search for the wide-flung and elusive shoals. The trend is towards bigger boats with increased storage space, enabling the vessels to remain longer at sea, preserving their catches in refrigerated holds. Sometimes a boat will cover 5,000 miles on a single trip, coming back with as much as 30 tons of fish on board. A good year will provide four trips for a boat. They come into port, unload, and get to sea again, taking at the most five days for the turn-round in port.

The art of catching tunny requires in the main a good arm and a quick turn of the wrist. It is not a question of patient waiting coupled with clever playing with rod and line, but rather being able to heave as many of the fish as possible aboard the boat while it is in the midst of the shoal. A barbless hook is employed so that when landed the fish at once flop off the hook on to the deck.

The tunny themselves travel in enormous schools over the entire Pacific, but no one has as yet been able to locate their spawning-grounds. Scientists from the California Fish and Game Commission once spent three years in a specially-rigged boat trying to find these grounds. They covered the whole of the South Pacific, but returned empty-handed.

The American tunny industry is to-day centred on San Diego, California, and the erstwhile Japanese superiority in canning and catching the fish has been lost with the war. The result is that the industry is now securely in American hands. Most of the fishermen are of Portuguese descent, having the deep religious feelings of their forbears. All of the boats have small chapels built aboard and each new boat and its crew is always blessed by the Port Chaplain before putting to sea. The work is often dangerous and a vessel has been known to disappear completely.

THE HUNT IS ON: The helicopter takes off from the stern platform of the *Espirito Santo* to look for the elusive shoals of tunny. The hunt may last a month or it may last five, depending on good or bad fortune.



A "TWO-POLER" IS HELPED ABOARD: The expressions of the crew are a guide to the effort needed to secure some of the larger fish. The tackle consists of a stout bamboo pole with hook and line attached.

SARDINES ARE NETTED AS BAIT: The *Espirito Santo* runs into a school of sardines along the Costa Rican coast. Some will serve as living bait for the tunny.

THE HUGHES HEAVY-LIFT HELICOPTER STRADDLES AND LIFTS ITS GREAT LOAD : At Culver City, California, the experimental XH-17 helicopter picks up and carries a U.S. Air Force trailer weighing 7,800 lbs.

HEAVY LIFTS BY HELICOPTER

The American Air Force XH-17 Completes its Test Programme by Lifting a Record Load of 7,800 lbs.

A large proportion of helicopter research and development in recent years has been devoted to the problem of lifting appreciable weights. The problem of producing the requisite machine is immense, as can be gauged from the fact that more than three years have elapsed between the first flight of one of the experimental helicopters involved, and the news that it has carried its first heavy load.

The XH-17 is an experimental heavy-lift helicopter which has been built by the aircraft division of the Hughes Tool Company at Culver City, California. Originally it was built for the United States Air Force as a ground test model, but in October 1952, after the jet-powered rotor mechanism had been successfully tested, the helicopter first took flight. Now the helicopter has passed out of the experimental stage, and earlier this month, at the Howard Hughes Airport, it lifted a truck weighing well over 3 tons. It now remains to be seen whether this helicopter, or a development of it, could be used in the field to carry such military items as artillery, tanks, bridging equipment or heavy transport.

The XH-17 is powered by two modified turbo-jet engines which supply gas pressure through ducts leading up to the rotor shaft and out of the rotor blades. The height of the helicopter is over 30 ft., while the rotor blades are 125 ft. in diameter.

THE FINDING OF A "LOST TRIBE"

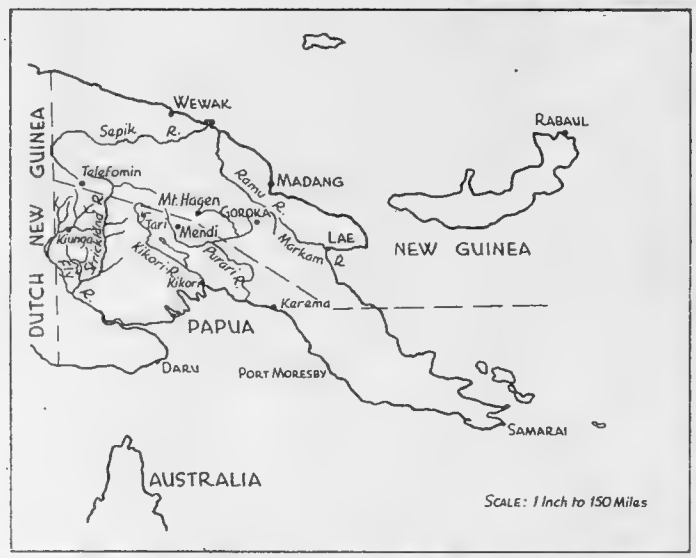
Australian Authorities Officially Discount the Exciting Reports of an Unknown People in the Papuan Jungle

ABOUT two years ago people in many parts of the world were interested to read of the discovery of a hitherto unknown tribe living in the dense jungle of Papua, in New Guinea. It was reported that considerable native settlements "undisturbed since the dawn of time" had been found by a commercial prospecting expedition. These findings appeared to be substantiated by an aerial survey made soon afterwards by officials of the Australian Administration which controls New Guinea. But last August the discoveries were officially discounted by the Ministry of Territories at Canberra.

The sequence of events in this tale of the "Lost" Tribe which, apparently, has never been lost, runs like this.

A party surveying the highlands beyond Tari, the administrative centre of Papua, on behalf of the Australasian Petroleum Company, claimed to have stumbled on one of the remote valleys, and to be the first white people to be seen by the native tribesmen they encountered. News of this discovery resulted in an aerial survey of the area,

THE CAMERA COMES TO "DARKEST" PAPUA: A typical member of the Dunas tribe poses cheerfully for the photographer. Like most of the men in this part of Central New Guinea, he wears a beard and a decorative wig made of opossum and dried leaves. This particular tribesman also seems to have acquired pages from a magazine as additional adornment. A number of these native tribes are reported to have been contacted in the past two years.



WHERE THE "LOST TRIBES" HAVE BEEN LOCATED: They were first discovered by land, and then spotted by air to the north-west of Tari, in Central Papua, in the west of British New Guinea. This area comes under the jurisdiction of the Australian Government.

On left—
THE FORBIDDING COUNTRY OF THE PAPUAN ABORIGINES: Mountain, thick bush, and the mists which herald heavy rain typify this part of Central New Guinea.

ordered by the Australian Government. From this it was reported that in an area from north-west of Tari to just beyond Strickland Gorge, about 1,750 sq. miles, around 30,000 people were living.

Mr. J. O. Zehnder, a geologist on the original expedition, described how his party, with thirteen native constables, could average only four miles a day as they made their way into the highlands. They had to ford countless streams, climb steep mountains and penetrate dense jungle. Heavy rains hampered still further their progress. Yet last May, after a climb taking eight hours, they reached the top of a mountain 8,500 ft. high, and from it surveyed in a valley 1,500 ft. below a community of about 3,000 people.

The explorers were struck by the trim hedges of the village gardens, which from a height gave the appearance of the English countryside. This distant view was confirmed later by the Government observers from the air, who, by counting the number of farms and hedgerows, made an estimate of the size of the population in neighbouring valleys.

But after this, in the spirit of true science, it was decided to send out another official expedition, this time to travel by land and survey these teeming hundreds on the ground. The report of this patrol, which spent sixty-two days on its reconnaissance, was a cataract of cold water. It stated, among other points:

"It is hard to understand why this small pocket of people in a readily accessible valley should have received so much unrealistic publicity. The people differ nowise from other neighbouring groups. There is frequent inter-marriage and travel between groups." On close inspection the rich grassland of the villages turned out to be swamps bordered by timbered belts, in which no more than some 1,500 people were living.

However, from the pictures on this page, it is plain that the aborigine inhabitants, however often they have been "lost" and "found," thoroughly enjoy visits from explorers.

PRIMITIVE AND CIVILISED NATIVES: The man at right has come with the white explorers from beyond the mountain range, and is trying to act as interpreter. The local citizens, some gaudily arrayed with bangles and necklaces, carrying sticks in their noses, look on, attempting to understand what he intends to express.

THE CONSTRUCTION OF THE FIRST TUNNNEL UNDER THE THAMES : This contemporary print shows the work in progress over a century ago on what was to become one of the wonders of Britain. Workmen are pushing the tunnel out from the north side at Wapping. The reason for the successful completion of this task was the invention by the architect, M. I. Brunel, of the shield, on the extreme right. This enabled the excavators on its various storeys to be followed by the bricklayers on the wooden trolley behind. But Brunel did not tunnel deep enough below the river. To-day, ships must not anchor over the line of his tunnel.

CROSSING THE THAMES

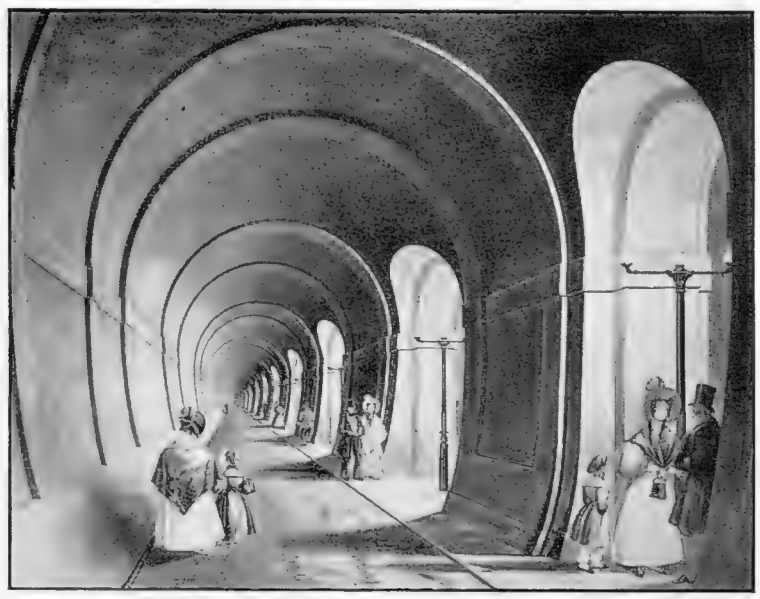
The Manner in Which the River Banks are Linked North and South below the Pool of London

By L. M. BATES

SINCE the beginning of these islands the Thames has been a formidable physical barrier between north and south riverine areas seaward of the Pool. It was, indeed, the discovery of the first ford, where London Bridge now stands, by primitive adventurers penetrating inland that settled the future site of London. To-day, in an age which nears space travel, the river still presents a serious obstacle to our ever-growing road traffic. The solution does not lie in building more bridges—this is ruled out by the number and size of ships using the tideway below Tower Bridge—but in the development of tunnels and ferries.

The oldest river tunnel, and the prototype of all sub-river crossings, is the Thames Tunnel between Wapping and Rotherhithe. A number of attempts to bore under the river had all ended in failure until Marc Isambard Brunel invented his "shield." This was a cast-iron structure, divided into compartments which housed the men engaged on excavating. As the shield was pushed forward by screw-jacks, it was followed by an army of bricklayers. After Brunel had demonstrated its efficacy in building the Thames tunnel, the invention, modified and improved, was adopted for all subsequent tunnelling work.

Despite the success of his shield, Brunel did not find the construction of the Thames tunnel a sinecure. Two serious disasters, resulting in loss of life, caused much delay; and the work begun in 1825 was not completed until 1843.



On right—

THE ARCADE IN BRUNEL'S TUNNEL : He conceived the idea of a pavement running alongside both sides of the thoroughfare. At certain points there were shops. The arches were 14 ft. wide. But public interest did not survive for long.

As first constructed, the Thames tunnel was a Victorian novelty, acknowledged to be one of the wonders of the world. It had a promenade and a row of shops, and, to begin with, attracted much money. But it was not long before public interest was distracted by other spectacles, and the tunnel ceased to pay. It was eventually taken over by the former East London Railway, and to-day carries the London Transport Executive trains between Wapping and Rotherhithe. Brunel's greatest mistake was in tunnelling too near the surface. To-day ships are prohibited from anchoring over the line of the tunnel for fear of damaging it.

A short distance downstream of the Thames Tunnel is the Rotherhithe Tunnel between Stepney and Rotherhithe. This is the youngest of London's vehicular tunnels and is an important traffic artery between London north and south of the Thames. It was built by the L.C.C. and opened in 1908, being known irreverently to the docklands which it serves as "The Pipe."

Continuing downstream, the next tunnel is the Greenwich subway for pedestrians,

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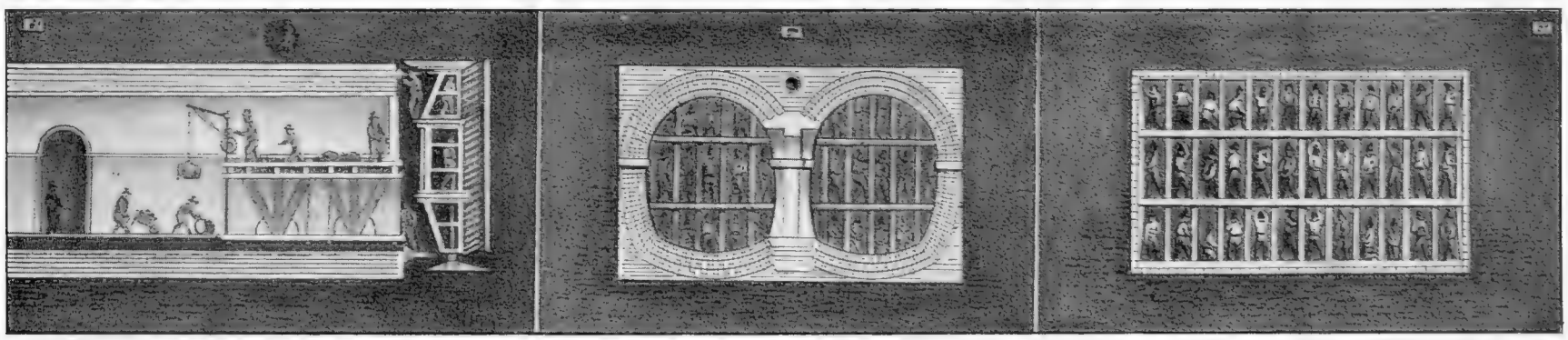
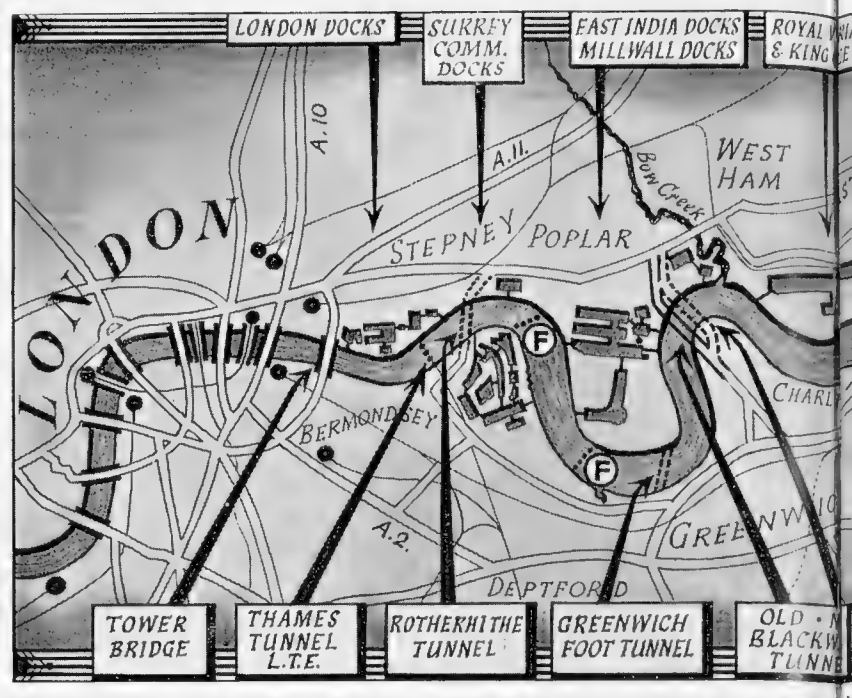


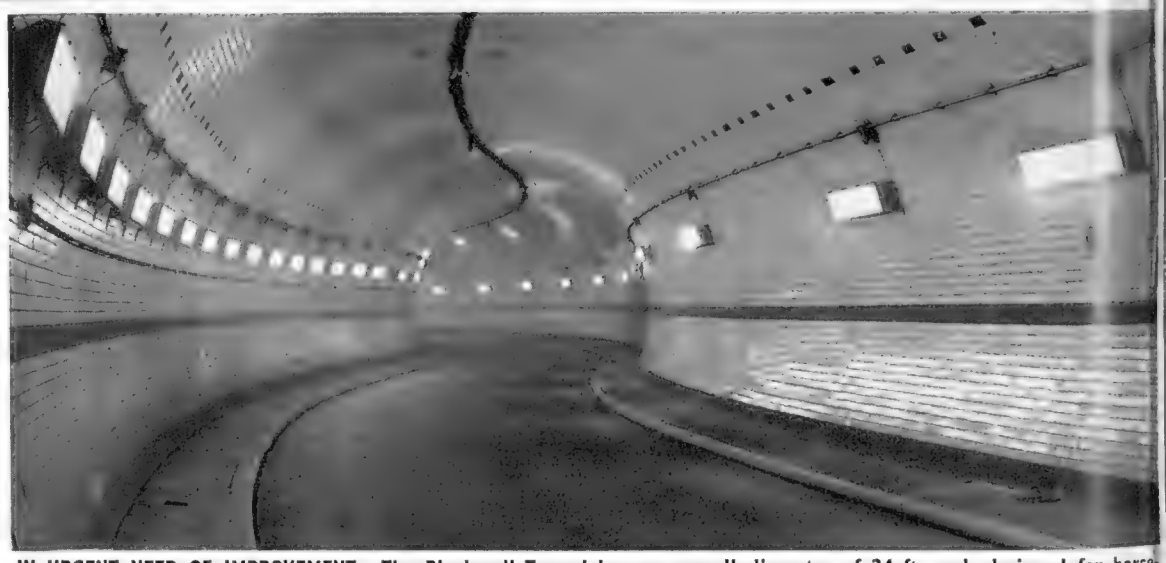
HOW THE TUNNEL WAS BUILT : These three impressions, drawn a century and a quarter ago, give an idea of how Brunel drove his tunnel between Wapping and Rotherhithe. On left—Materials are being brought up to the bricklayers on their frame, who are building up the space left by the excavators in the shield. Centre and on right—Labourers are tunnelling in some of Brunel's devices. The pictures are from the collection of the Port of London Authority.

A TRAIN IN THE FIRST THAMES TUNNEL: Belching smoke it draws into Wapping station. To-day there are a number of tunnels under the lower Thames and ferries across it. More tunnels are now being planned.



THE PEDESTRIAN TUNNEL AT GREENWICH: It runs from Island Gardens on the Isle of Dogs and emerges on the other side of the river, near Greenwich Hospital. Opened in 1902 it is 406 yards long and 11 ft. in diameter.

AT THE NORTHERN END OF THE BLACKWALL TUNNEL: The entrance from Poplar is down the slope on the right. It runs to East Greenwich on the South Bank. Built sixty years ago, it is 1¼ miles long. For some years it has been quite inadequate to handle the volume of traffic using it.



IN URGENT NEED OF IMPROVEMENT: The Blackwall Tunnel has an overall diameter of 24 ft. and, designed for horse-drawn traffic, the carriageway is only 16 ft. wide. The flow of vehicles is further restricted by a number of bends. Traffic through the tunnel has increased since the war, and plans have been proposed to duplicate the roadway.

CROSSING THE THAMES

(*Continued from previous page*)

opened by the L.C.C. in 1902. It runs from Island Gardens, North Greenwich, colloquially called "Scrap Iron Park," to the vicinity of Greenwich Hospital. Served by lifts at each end, it is 406 yards in length and 11 ft. in diameter.

Adjacent to the main entrance to the East India Docks is the northern end of the Blackwall Tunnel. Some 1¼ miles in length and with an overall diameter of 24 ft., it emerges at East Greenwich on the south side of the river. It was constructed by the L.C.C. between 1892 and 1897 at a cost of £1,400,000.

Part completion was celebrated by a civic luncheon in a compressed-air lock. The dignitaries and their guests were hot and thirsty, and drank the champagne provided, despite the fact that the atmospheric pressure had caused it to become flat. When, however, they returned to a normal atmosphere, the champagne began to effervesce with most discomforting results.

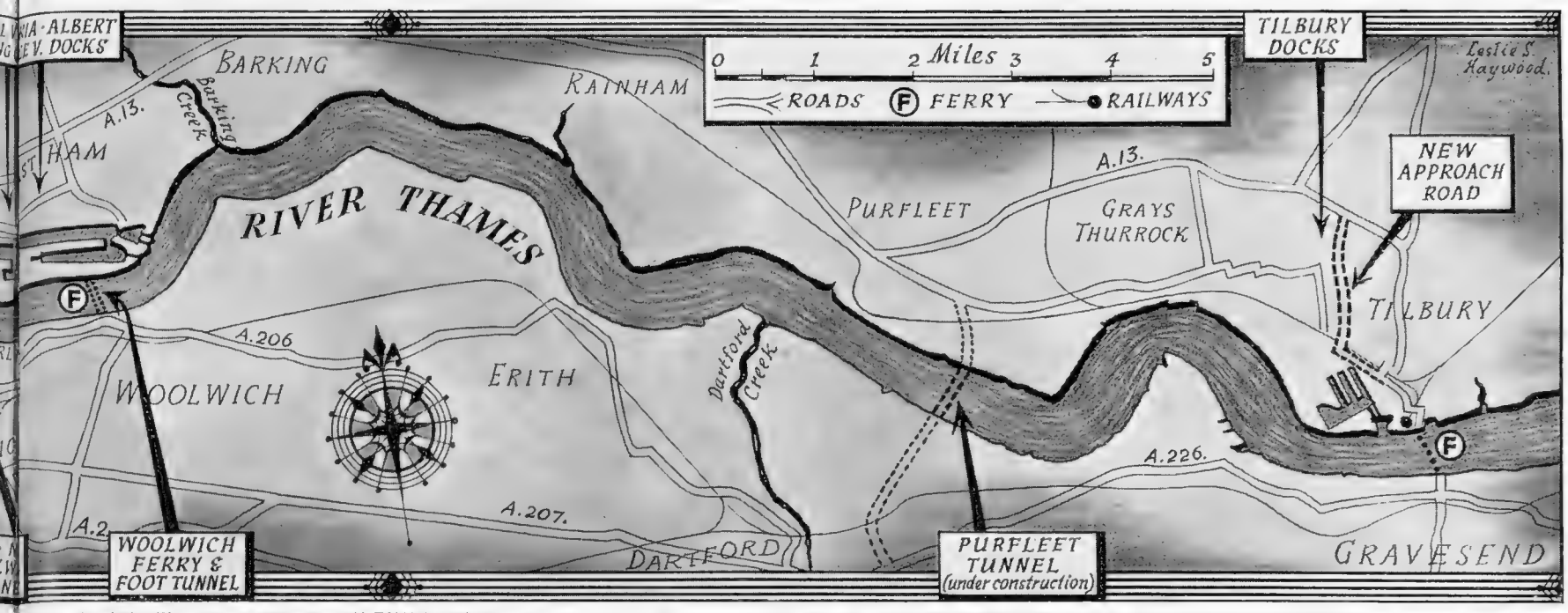
This tunnel has for long been hopelessly inadequate to meet the demands of traffic. Designed for horse-drawn vehicles, the carriageway is only 16 ft. wide, 4 ft. less than the minimum desirable for two lanes of modern traffic. The flow is also restricted by four bends, which were due to the difficulty of obtaining rights-of-way when sinking construction shafts. Delays regularly occur during rush-hours.

As early as 1926 congestion in the Blackwall Tunnel was sufficiently bad for attention to be drawn to it by the Royal Commission on Cross River Traffic. Plans for substantial improvements were agreed between the L.C.C. and the Ministry of Transport, but the project was shelved, first by the war and subsequently by the economic position. With an increase of 17 per cent. in the number of vehicles using the tunnel since the war, the situation grows increasingly serious. The Ministry has scheduled an improvement to the tunnel's northern entrance to be undertaken within the next few years, but the L.C.C., supported by local authorities and interested undertakings, are pressing for the duplication of the tunnel, together with the approved underpass at the intersection of the northern approach and the East India Dock Road.

The scheme provides for the underwater portion of the new tunnel to run parallel to and about 800 ft. on the downstream side of the existing tunnel. The use of the new tunnel would be confined to south-bound traffic, and that of the existing tunnel to north-bound traffic. Pedestrians would use the existing tunnel.

The proposed tunnel would have an external diameter of 30 ft. under the river, with a carriageway 20 ft. wide. There would be a descending gradient of about 1 in 25 on the north side and an ascending gradient of about 1 in 30 on the south side. The total cost of the scheme, including rehousing, was estimated before the war to be about £3,000,000 and would now be about £7,700,000, including the northern site works.

Some three miles downstream of the Blackwall Tunnel is the Woolwich Ferry. There has been a ferry at this point from very early times, probably due to the fact that, following a post-Conquest reshuffle of land ownership, North Woolwich was included in the County of Kent, despite being on the other side of the river. Even to-day, although most of the north bank at this point is in Essex, North Woolwich is part of the County of London. The present steam ferry for vehicles and pedestrians was opened by the L.C.C. in 1889, and is believed to be the oldest *free* ferry service in England.



MEANS OF CROSSING THE THAMES BELOW TOWER BRIDGE : First from the left is the original Thames Tunnel. Next is the Rotherhithe Tunnel for vehicular traffic. In the bend are two ferries (marked F). At Greenwich is the subway for pedestrians and lower down the Blackwall Tunnel, showing in dotted lines its proposed duplication. Downstream are the Woolwich Ferry, with its subway, and the Dartford Tunnel, under construction. The last means of crossing the Thames is the ferry at Gravesend.

THE OLDEST FREE FERRY SERVICE IN ENGLAND : *On right*—The long-stacked steamers, reminiscent of those on the Mississippi, ply between South and North Woolwich. These boats are equipped with independent paddle wheels, a type rarely found in this country. Opened in 1889, the ferry is still maintained by the L.C.C. and provides one of the most efficient of the river crossings in London. *Below*—Out in the stream the boats of the Woolwich Ferry make their passage in crab fashion. Under the water here is the London County Council's subway for pedestrians.

CONGESTION AT GREENWICH : Traffic pours into and out of the south end of Blackwall. During rush hours there are regularly delays in this underwater passage.

The ferry steamers are long in the stack and very broad in the beam, and resemble the traditional Mississippi steamboat. They are equipped with independent paddle wheels, now rarely found in this country. Their manœuvrability and the speed of the tide cause them to cross the river crab-fashion. Nevertheless, they are well-found craft and provide one of the most efficient of London's river crossings, fully appreciated by numerous small boys, who dodge authority and spend happy hours travelling back and forth. During the "blitz" one of these craft carried out a dramatic rescue of the population of Silvertown cut off from all but the riverside by an arc of flame.

Underneath the ferry is a subway for pedestrians opened by the L.C.C. in 1912. It is said that this narrow tunnel, as well as the subway at Greenwich, is affected by the increased pressure of high tide in the river and then becomes slightly egg-shaped. More than ten miles downstream is the site of another proposed crossing—the Dartford–Purfleet Tunnel. When completed, this tunnel will profoundly affect the pattern of through traffic between north and south. The pilot tunnel was finished in 1938, but the war halted the project. Work will be resumed next year, and it is hoped to finish it in about five years.

The Dartford Tunnel will be reserved for vehicles and will provide a carriageway 21 ft. in width. The approaches will link with the Dartford By-Pass on the south side, and the Southend Arterial Road in Essex. A new trunk road, over three miles in length, will eventually enable road traffic between the south of the Thames and the Tilbury Docks to take full advantage of the new tunnel. Unlike other Thames tunnels, the Act in respect of the Dartford Tunnel provides for the levying of a toll—not surprising in view of the estimated cost of £10,750,000. The joint engineers, Mott, Hay and Anderson and Coode and Partners, are responsible to the Dartford Tunnel Joint Committee.

The last crossing is at Tilbury, in Essex, provided by the Tilbury-Gravesend Ferry for pedestrians and vehicles. This is one of the most ancient of Thames cross-river facilities, for a ferry existed there before the Conquest. It remained in private hands until 1694, when it was acquired by the town of Gravesend. The service was known as the "Short Ferry" to distinguish it from the "Long Ferry," between Gravesend and London.

It is now operated by British Railways with ferry steamers and is the only means of crossing the river for which a charge is made. The use of radar has

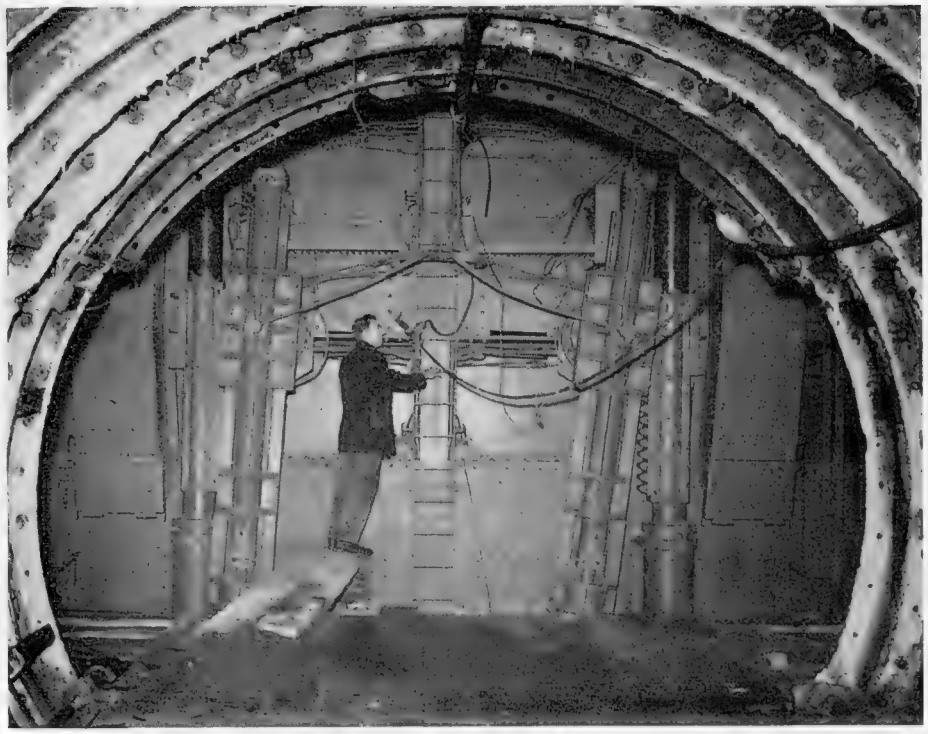
(*Concluded on folllowing page*)

On left—

THE FINISH OF THE PILOT TUNNEL FOR THE DARTFORD PROJECT: The time is 1938, for work was halted by the war and is only now about to start again. (This picture is by courtesy of the Dartford Tunnel Committee.)

On right—

WORK RESUMED: A shield is overhauled in readiness for the resumption of work on the Dartford Tunnel early next year.



CONSTRUCTION WHICH WILL GREATLY IMPROVE CROSS-THAMES TRAFFIC: *Left*—More preparations are being made in a shield in the Dartford Tunnel. *Right*—At one of the surface entrances these cylinders contain lifts and airlocks. The finished roadway will run under the Thames from Dartford (south) to Purfleet (north). It will be 21 ft. wide and the tunnel will be reserved for vehicles only. The approaches will link with the Dartford By-pass and the Southend Arterial Road.

THE TRACK OF A £10,750,000 PROJECT: The pilot tunnel, completed seventeen years ago, will be absorbed into the Dartford roadway, for which the estimated cost is £10,750,000. A toll may be levied for using this tunnel.

THE TILBURY-GRAVESEND FERRY: Operated by British Railways, it carries pedestrians and vehicles. The masters of the steamers are all Thames watermen and skilled in navigating through waters busy with shipping. Radar is now employed to overcome the hazards of fog.

CROSSING THE THAMES

(*Concluded from previous page*)

enabled it to overcome one of its greatest problems—the prevalence of winter fog. The masters are all Thames watermen and show remarkable skill in taking their heavily-laden craft through this focal-point of London's waterborne traffic.

Rudyard Kipling was interested in these craft. Once, making the crossing on the ferry bridge and watching the master juggle with wheel and bridge telegraph, he asked: "When you do whatever it is you do, do you just *do* it or do you think first and do it afterwards?" To which the ferry master replied: "Well, now you put it that way, I've never rightly thought out which it is I *do* do first."

A hundred years ago the first tunnel under the Thames between Wapping and Rotherhithe was one of the marvels of the metropolis. The newspapers commended it as "a truly wonderful work of art well worthy of inspection. It is perfectly dry in every part, the ventilation and lighting most complete by the use of Mr. Leslie's Gas Burners." (The burners were even improved by the addition of Baggett's Prismatic Reflectors.) There was an exhibition of thirty-two "beautiful" paintings, each of them 15 ft. high, in the entrances. The artist was Mr. T. B. Hennken.

In the tunnel, proclaimed the advertisements, were such attractions as "Music by Steam, Cosmoramas, Glass-blowing, Weighing and Lifting Machines, Catlin's Saloon of Arts, Daguerrotype Portraits, and stalls for the sale of all kinds of fancy articles, and new commodious Rooms for Refreshments." During the 1850's the great event in the tunnel was the Annual Fair, held in the spring. One begins to wonder whether the tunnel had any other purpose than to be an underground pleasure resort.

To-day we accept the wonders of tunnelling as commonplace. We know that the construction of the vast project under the water between Dartford and Purfleet will require many remarkable feats of engineering, but such technical skill is widely employed all over the world.

Yet one factor is common between now and a hundred years ago. London's river remains the source of London's greatness. But those living on both its banks must be given adequate means for crossing the river to go about their businesses.

THE FAKE PROCESSION: *Above* and *below*—Tear-gas fired by police stops a procession in Metaxas Square, in Nicosia. The procession, preceded by a hearse that turned out to be empty, was assumed by the police to be accompanying the body of Charalambos Mouskos, the terrorist shot by a British major. In fact, the procession through the centre of Nicosia was a hoax. The real funeral cortège went unmolested by another way. *On left*—Children kneel as the body of Mouskos, a cousin of Archbishop Makarios, leaves the hospital at Pendayia for the Cyprus capital, where the funeral took place. The British authorities have been criticised for allowing the body to be brought to Nicosia. The occasion was used to demonstrate support for the E.O.K.A. terrorist organisation. Archbishop Makarios headed a procession in which most Cypriot notables participated.

A TERRORIST'S FUNERAL

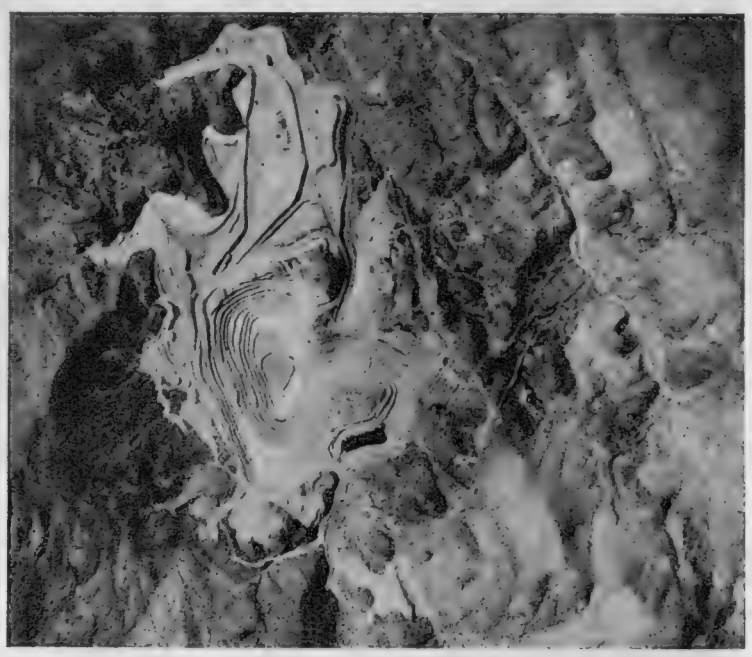
A Fake Procession in Nicosia Outwits the Cyprus Police at the Funeral of the Cousin of Archbishop Makarios

SEEN FROM THE AIR

Pictures Taken from Aeroplanes Above America Include the Opening of a Bridge and Propaganda for Peaceful Skies

STORAGE TENTS FOR WHEAT : They look like Chinese hats, but are an encampment for storing wheat south of St. Joseph, Missouri. The tent in the left foreground is being filled by means of a ramp elevator. As each segment is filled, the huge zippers on the sides are closed. Several million bushels are being stored in this granary.

On right—
FIRST TRAFFIC AFTER THE OPENING OF A NEW BRIDGE IN NEW YORK : Vehicles begin to drive across the 15,764-ft. span over the River Hudson between Nyack and Westchester. The cars in the foreground are passing through the toll gates. The bridge, known as the Tappan Zee Bridge, was officially opened by Governor Harriman, of New York. It is part of a new trunk road, 427 miles long, from New York to Buffalo. In the first hour 2,162 vehicles paid to go over the bridge.



"OPEN THE SKIES FOR PEACE" : The copper mine at Santa Rita, in New Mexico, is seen from a height of 15,000 ft. This picture is one of many in an exhibition at the Carnegie Institute in New York, which has the purpose of explaining President Eisenhower's idea of "Opening the Skies for Peace." This was one of the suggestions he made at Geneva last summer. *At top*—The details of the copper mine become clearer as the aircraft carrying the camera comes down to 5,000 ft.

On left—**THE RIVERS OF NEW YORK : This panoramic view of Manhattan Island, taken by the U.S. Air Force, is another of the exhibits in the Carnegie Institute exhibition. In the extreme foreground is Battery Point, on Upper Bay. To the left, the Hudson River runs between Manhattan and Jersey City, and to New Jersey in the top left corner. On the right the East River stretches past Brooklyn and Long Island. In the centre of the channel is the railway bridge over Blackwall Island. The rectangular section in the middle of Manhattan is Central Park.**

A "WORLD CLOCK"

A Remarkable Mechanical Invention in the Capital of Denmark Combines different Standards of Time with a Calendar for 570,000 Years

When King Frederik of Denmark recently inaugurated one of the most ingenious inventions ever produced in the world, he made a royal gesture by taking the hand of a young girl who was standing by him and pressing it on the button which was to start the apparatus. The child's name is Brigitte Olsen and she is the grand-daughter of Jens Olsen, the Danish astronomical instrument-maker. He has been dead for ten years, but before His Majesty and the child, and an admiring audience, was the product of the mind of a unique genius.

What Olsen set out to invent was, in effect, a perpetual clock and calendar. He died in 1945 before his idea was completed, but money was provided to finish his project. Now in the Town Hall in Copenhagen, anyone can see what has justifiably been called Denmark's Eighth Wonder of the World. It is described as a "World Clock." But this hardly explains all the astonishing information it contains.

For instance, if one wants to know on what date Easter will fall in any year for the next 570,000 years, the answer can be found. The World Clock incorporates a calendar for this enormous period. On a more comprehensible level, indications of the eclipses of the sun and the moon are available for a mere 4,000 years.

Many other marvels of information are also contained in this clock. It is an understatement to say that its mechanism is intricate and complex. Standing in a clock case seven feet high, there are 445 cog wheels and some 15,000 parts made by hand. It is claimed that the clock will lose only one second in 1,000 years.

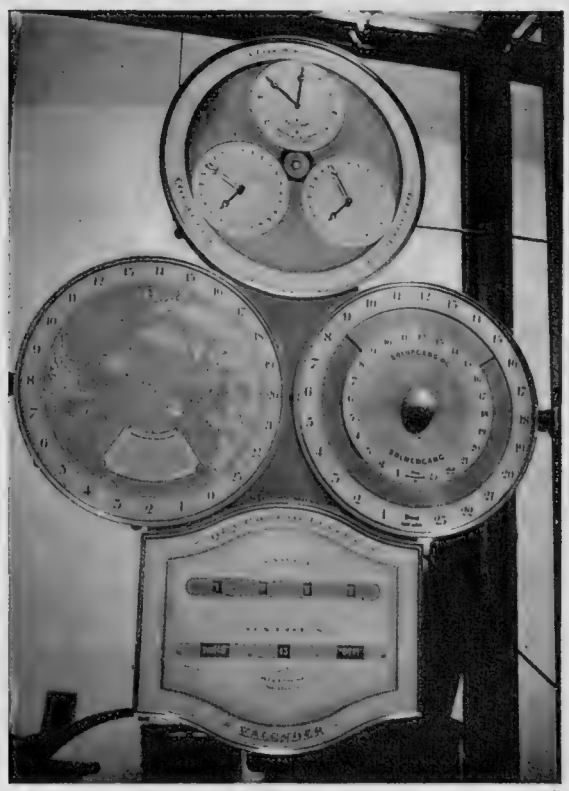
DENMARK'S "EIGHTH WONDER OF THE WORLD": This clock in Copenhagen tells the time in a variety of ways, and incorporates a calendar showing movable feasts for the next 570,000 years. It is the work of Jens Olsen, an astronomical instrument-maker, who died in 1945, but his invention has just been completed.

On left—

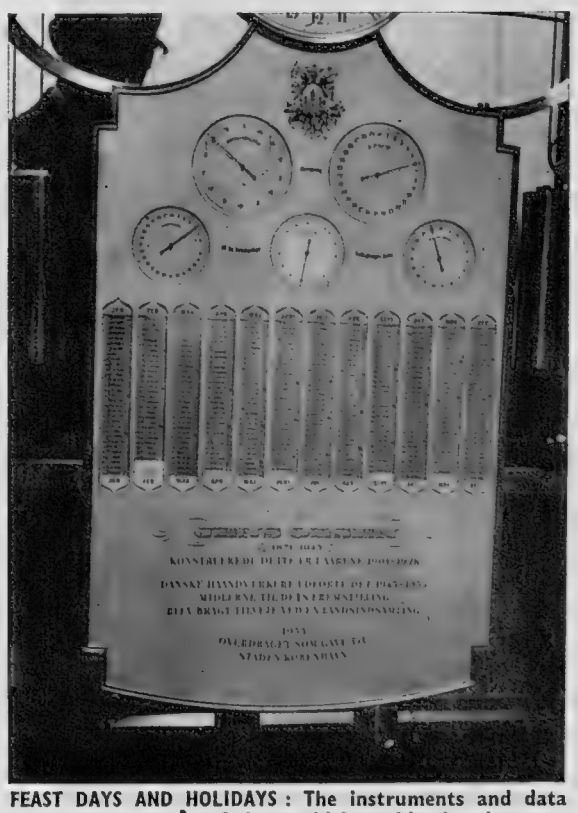
THE INVENTOR'S BROTHER AND THE FOREMAN: Mr. Lars Olsen (*left*) and Mr. Otto Mortensen, who carried through the completion of the work after the death of the inventor, stand by the clock.

On right—

THE INTRICATE MECHANISM: Queen Ingrid of Denmark studies the clock with its complicated mechanism of cogs and wheels and balances. She accompanied her husband, King Frederik, when he recently inaugurated the invention by pressing a button to start it working.



TIMES AND A CALENDAR: The dials show (above and left) how time is calculated locally and the world; and (right) sunrise and sunset. The Gregorian calendar is below.



FEAST DAYS AND HOLIDAYS: The instruments and data here are some of those which enable the viewer to ascertain the calendar for the next 570,000 years.

THE STARS IN THEIR COURSES: They are seen at the top. The orbits of Sun and Moon are left, and of the planets, right. Below is the Julian Calendar.

THE CLOSE OF THE YEAR

A Survey of the Home News in Pictures

THE DUKE OF EDINBURGH VISITS A BOYS' CLUB IN LONDON : His Royal Highness watches competitors in a blindfold obstacle race at the Brixton Boys' Club, in Ostade Road, Lambeth. Standing next to the Duke is Dr. Roger Bannister. This was one of the visits made by the Duke on an evening when he toured a number of Boys' Clubs in London. First he went to the offices of the London Federation of Boys' Clubs, of which he is President. Then he proceeded to the St. Andrew's Home and Club, which is in Westminster. Next he visited the Brixton Boys' Club; and his last call was at the Wellington Boys' Club in Battersea.

THE QUEEN'S SWORD FOR A NAVAL CADET : It is being presented to Cadet T. R. Lee, the son of a London art dealer, by Admiral Earl Mountbatten, aboard the aircraft-carrier *Triumph*. The award was given to the best all-round cadet in the ship, which has now finished being employed for training officer cadets.

A HOUSE COLLAPSES IN MAYFAIR : The scene in Hertford Street, off Park Lane, when the Fire Brigade arrived to clear the debris after a building, which was being demolished, had crashed to the ground. No one was injured, but two cars were damaged. A Bentley (above) was scratched, and an open M.G. was buried.

THE PUCKERIDGE HUNT MEETS AT THE FOX AND HOUNDS : The huntsmen and hounds of the Puckeridge Hunt met recently at the well-known inn, the Fox and Hounds, at Barley, in Hertfordshire. Members of the hunt and the pack are seen passing underneath the inn sign which spans the road and depicts hounds close on the heels of a fox. The original sign, which was famous in the district, was destroyed when the old inn was burnt down, and a new one has now been erected to take its place.

THE CAR THAT A HOUSE FELL ON : The M.G. which was buried when the building collapsed in Hertford Street. One thing that the designers of this famous sports car did not take into consideration was to make it proof against falling masonry. The first its owner knew of the mishap was when a friend who had borrowed the car telephoned to say "a house has fallen on your car." This at first seemed too much like a seasonal joke to be believed, but Mr. John Snow was soon to learn that this was indeed the sad truth.

THE CHRISTMASTIDE SCENE IN LONDON'S TRAFALGAR SQUARE: **A great flock of pigeons congregates round the Norwegian Christmas tree in the square.** Although the pigeons are a familiar sight in the square much has been said about the trouble they cause. On several occasions the Ministry of Works has endeavoured to thin out the numbers, but as long as people continue to feed the pigeons in the Square they will remain in their thousands. *On right*—The night scene in the Square showing the illuminated tree between the two fountains. Throughout the holiday thousands of visitors crowd along the roads forming the Square to see the illuminations and to listen to the carols which are sung by various church and secular choirs. On New Year's Eve the Square is a particularly popular spot and thousands of people assemble there to welcome the coming year.

A NEW ROYAL RESEARCH SHIP: The *Shackleton* lies in dock at Southampton. Formerly the *Arendal* belonging to Norway, she has been designated a Royal Research Ship and will help in the relief of the various bases in the Falkland Islands' Dependencies Survey.

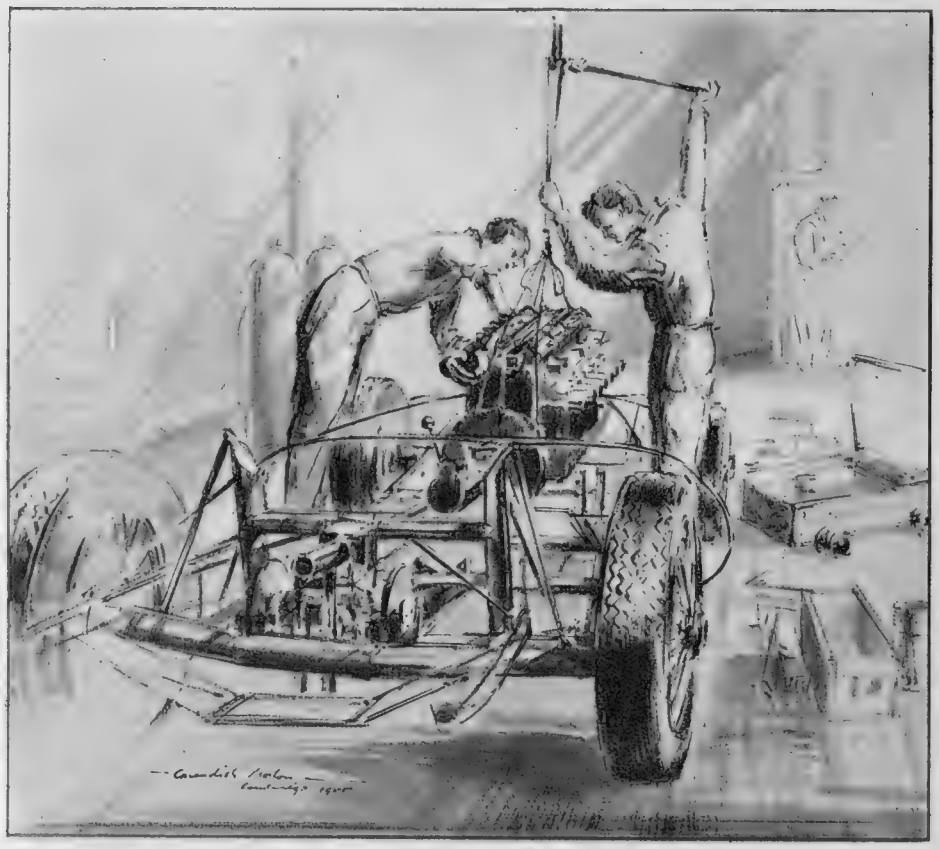
HEAVY SEAS SWEEP ABERDEEN HARBOUR: A mountainous wave crashes in a smother of foam and spray against the breakwater in Aberdeen Harbour during intense gales raging along the Scottish coast. The lighthouse appears to be dwarfed by the height of the leaping wave. Because of persistent gales, Wick Harbour was closed to shipping for five days and the Stornoway fishing fleets were unable to leave port.

A "SANTA CLAUS" AIRCRAFT IS DELAYED BY SNOW: *Left*—Squadron Leader N. J. Carver briefs the crew of a Neptune aeroplane which was scheduled to take Christmas supplies from Topcliffe R.A.F. station, in Yorkshire, to the officers and crew of the weather ship *Weather Observer*, 300 miles south of Iceland. The briefing officer is pointing out the position of the vessel on the map. *Right*—Airmen set about clearing snow from the aircraft, which had been covered on the ground at Topcliffe by one of the first heavy falls of this winter. In spite of their efforts the start of this "Santa Claus" flight had to be delayed owing to the weather conditions.

BRITAIN'S MOTOR-RACING STABLES

The Prestige of British Motor Sport is Upheld on the Race Circuits of the World by a Few Enthusiastic and Skilful Designers, Drivers and Patrons

WITH SPECIAL DRAWINGS BY CAVENDISH MORTON

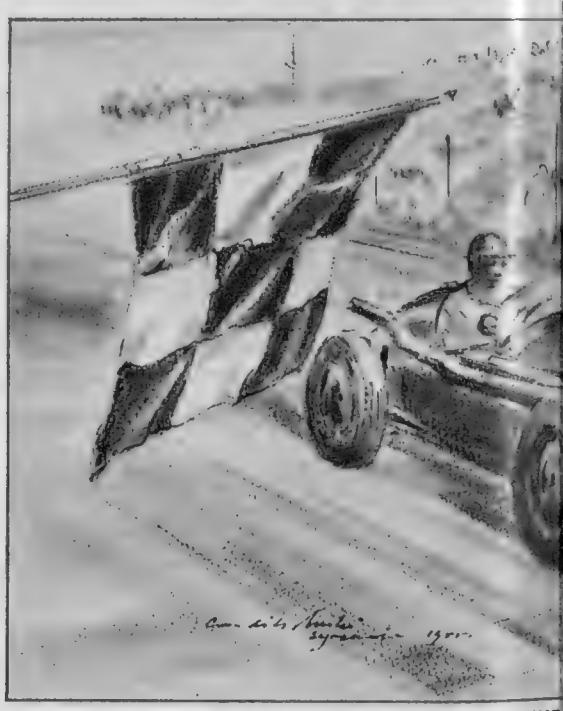


THE RACES OF NEXT YEAR ARE BEING WON IN THE WORKSHOPS TO-DAY: Mechanics fit a 6-cylinder Maserati engine into a new Lister chassis at the Cambridge works of the Lister Light Engineering Company. Brian Lister, the designer and builder, achieved great success last season with the Bristol-engined works car. The Lister works driver, W. A. Scott-Brown, won nearly every racing event for which the car was entered.

IN THE RACE — COOPER 500 CC. CARS IN ACTION: A familiar sight at almost any motor race meeting during the summer. Charles Cooper and his son John have, in the last eight years, built and sold to the public more racing cars than any other firm in the world. Cooper cars, from the little 500 cc. models to the big 3½-litre Cooper-Jaguars, have found their way to almost every country on the Continent, as well as to the United States. John Cooper is the firm's team manager, and the works drivers are Jim Russell and Ivor Bueb. Russell, among many successes, has won the 500 cc. championship.

ONE OF THE HOPES OF BRITISH MOTOR RACING: The new 2½-litre B.R.M. is unloaded at a meeting in England. Sponsored by the millionaire industrialist, Mr. Alfred Owen, the racing organisation responsible for the B.R.M. is headed by the famous racing driver Raymond Mays. It is planned that a team of these completely new 2½-litre cars will be racing in Britain and abroad in 1956.

***On left*— AN ASTON MARTIN DB3S IS MADE READY FOR A RACE: The successes of this fine thoroughbred sports car have included, in long-distance races last season, first and third places in the Goodwood International nine-hour race and first place in the 3-litre class of the race at Le Mans.**



TONY BROOKS TRIUMPHS IN A CONNAUGHT IN THE SYRACUSE driver receives the chequered flag as he wins the was the first occasion since 1924 on which a British

THE racing teams which have brought high prestige to Britain in the world of motor sport are as varied in character as the types of cars they use. They range from the Formula One Grand Prix *équipes* of Mr. Tony Vandervell (Vanwall Special) and Mr. Alfred Owen (B.R.M.)—both are millionaires—to "stables" run on modest budgets and massive enthusiasm; teams like Cooper, Lotus and Lister.

In Germany and Italy big car-manufacturing firms take a close and expensive interest in Grand Prix racing. It cost the German Mercedes firm hundreds of thousands of pounds this year to win the "double crown"—the world championship for Formula One cars (2½ litres) and the European sports car championship. Large sums are also spent by Italy's Ferrari and Maserati companies. Racing helps to sell their production cars, brings honour to their country and improves design.

In Britain, however, the Big Six car-builders—Austin, Nuffield, Rootes, Standard, Ford and Vauxhall—continue to remain aloof from Grand Prix racing. Indeed, their over-all participation in motor sport of any kind is on a small scale. Austin, with the Healey, Nuffield with the M.G., and Standard with the Triumph TR2, have done a bit of sports-car racing of late, but the interest of the Big Six in motor sport is mainly confined to rallies and record-breaking.

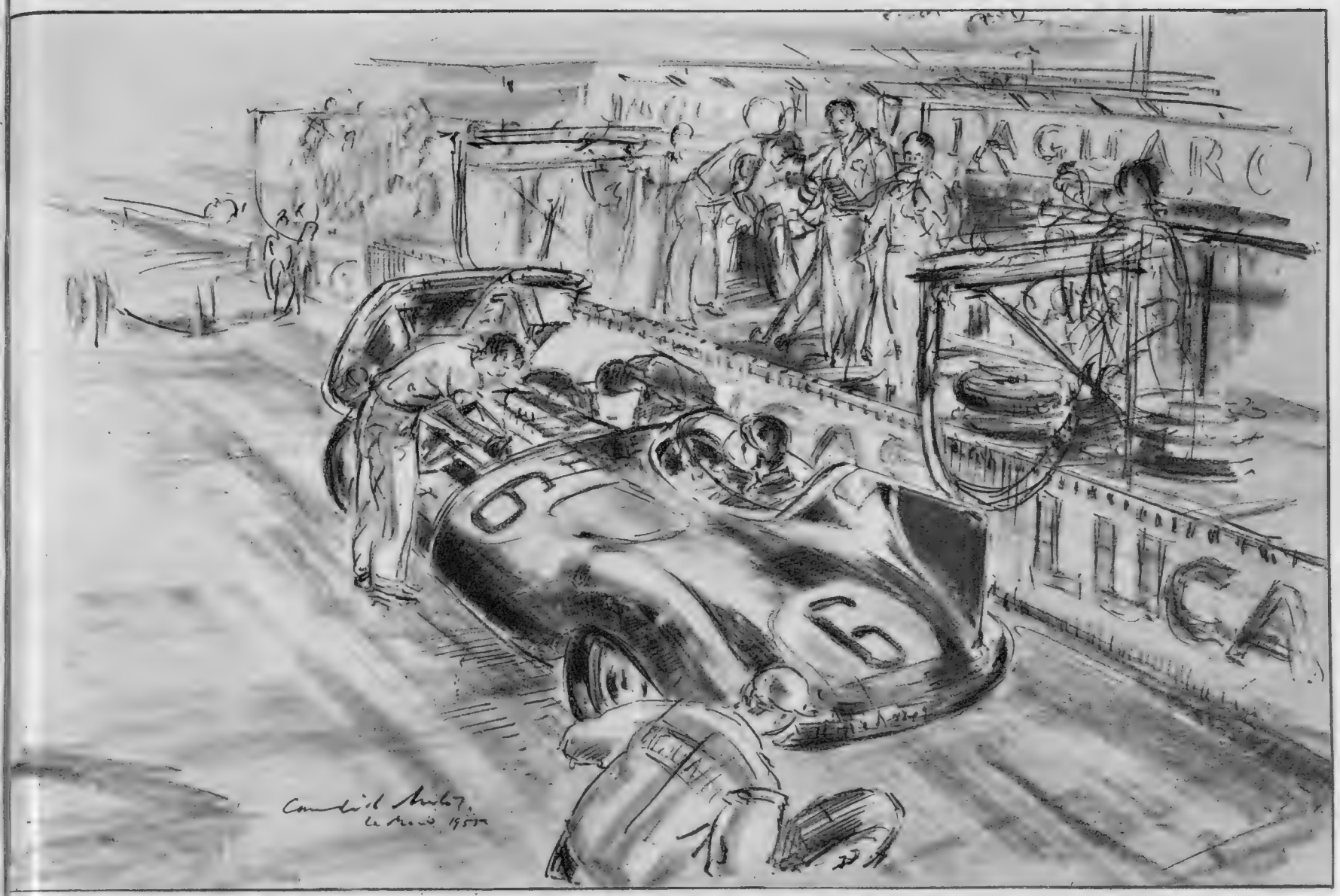
Among the car firms it is to the smaller, independent undertakings that we have had to look since the war for full-scale motor racing teams; and these have been organised for sports-car racing, not for single-seater Grand Prix events. I refer, of course, to Jaguar, Aston Martin and Bristol, all of whom have splendid achievements to their credit in international races.

British participation in Grand Prix racing since the war has been largely due to the enthusiasm and patriotism of a few rich men who love motor sport and do not like to see Britain go unrepresented in Continental races.

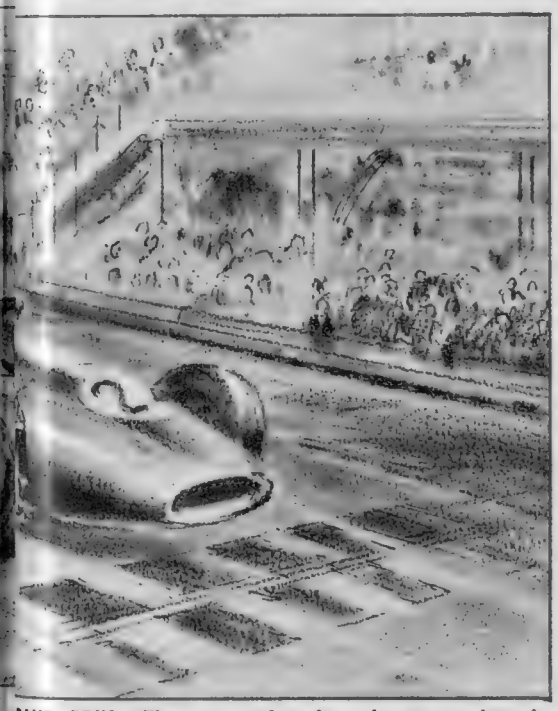
Thanks to men like Mr. Vandervell (who runs a big engineering business), Mr. Owen (a big industrialist), and Mr. Ken McAlpine (son of the well-known contractor who finances the Connaught team), Britain's Formula One prospects next season are brighter than ever. Nor must we forget the H.W.M., which battled nobly, if not very successfully, in the post-war motor racing revival. These cars were built and raced by George Heath and George Abecassis, partners in Hersham and Walton Motors; hence the name.

So much for the big racing teams. Working doggedly alongside them are a miscellaneous assortment of small *équipes* which, by reason of the zest, skill and courage of the men who design, build and drive their cars, form one of the strongest features of motor sport in Britain.

I have already mentioned the names of three of them: Cooper, Lotus and Lister. Add Frazer-Nash, Morgan and Kieft to make the list truly representative. These small organisations do not build their own engines.



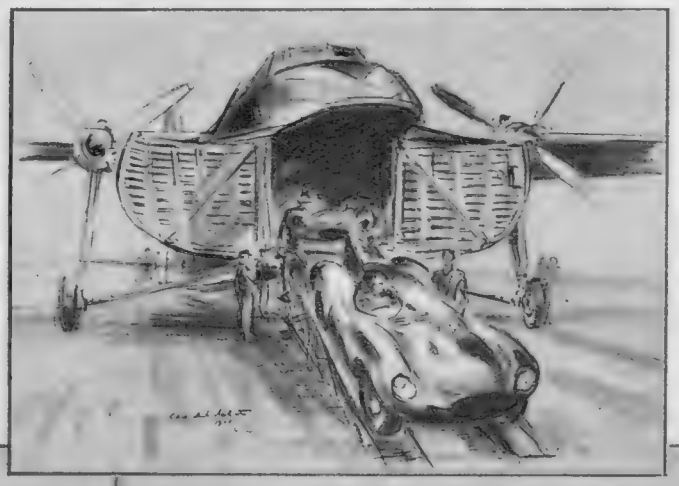
IN THE JAGUAR PITS—THE SLICK SERVICING PROCEDURE THAT LIES BEHIND SUCCESS IN LONG-DISTANCE RACES : The car which won the 1955 Le Mans 24-hour endurance race, a D-type Jaguar, is serviced in the pits. The winning drivers were Mike Hawthorn and Ivor Bueb, and they reached fantastic speeds, travelling at over 175 m.p.h. down the straight. Jaguar cars have won at Le Mans three times in the last five years, and much of this success is due to the highly-trained team in the pits that goes into action under the watchful eyes of the team manager, when the cars draw in.



RAND PRIX : The young dental student turned racing yracuse Grand Prix in a Connaught last season. This river in a British car has won a major Grand Prix.

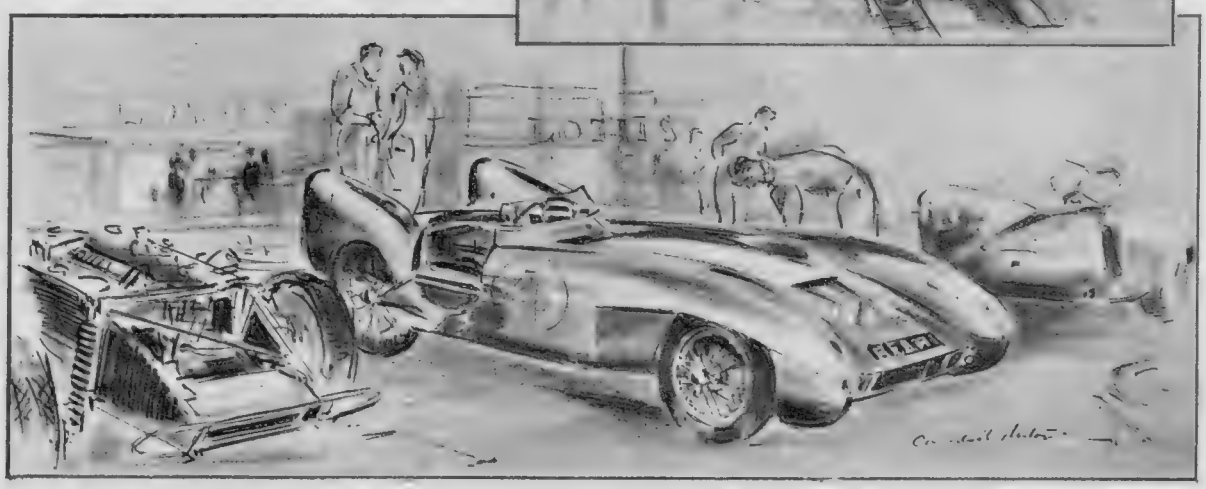
On right—

GOING BY AIR : Two D-type Jaguars are being driven off a Bristol freighter at Chesham. In order to save time, increasing use is being made of aircraft for transporting racing cars.



Below—

SERVICING LOTUS WORKS CARS : The streamlined Mark IX, with a Coventry Climax 1,100 cc. engine, has won races at home and abroad, often against cars of much greater power. The organisation's experience of aircraft design has been applied to making successful racing cars.



They build their cars round engines already in production for use in other cars ; units like the 2-litre Bristol, 500 cc. Norton and J.A.P., the 1½-litre M.G., 1,100 cc. Coventry Climax and the 3½-litre Jaguar.

An outstanding example of the success of a small enterprise which had the right idea and the courage of its convictions is the Cooper concern, of Surbiton, Surrey. It is a father-and-son effort, father being Mr. Charles Cooper. His son John not only helps him design and build the cars but also races and sets up records in them.

They started by designing a 500 cc. car which was intended for home construction. The Coopers wanted to cash in on the "Buy-the-pieces-and-build-it-yourself" idea for cheap racing cars. But things did not work out like that. The 500 cc. Formula achieved such popularity that the Coopers had a job to build all the cars they could sell ready-made for the track.

Stirling Moss, Britain's champion racing driver, started his career in Cooper cars. So did Mike Hawthorn, only his was a 2-litre Bristol-engined Cooper. Two of the most successful of present-day Cooper drivers are Jim Russell (500 cc. British champion) and Ivor Bueb, Mike Hawthorn's co-driver when he won at Le Mans last June in a 3½-litre Jaguar.

The distinctive Lotus cars, low-slung, with beautifully streamlined body and twin tail fins, have become familiar and popular on tracks all over Europe. They are normally powered by Coventry Climax engines and are built by the small Lotus Engineering Company, a London concern of which the presiding genius is Mr. Colin Chapman, a Richmond (Surrey) man.

A similar establishment is the Lister Light Engineering Co., of Cambridge. It was formed by Mr. Brian Lister, who had the good fortune to secure the services of Mr. Archie Scott-Brown as works driver. Although virtually a one-handed driver, Scott-Brown has been almost unbeatable in his class this season in his 2-litre, Bristol-engined Lister. His victories included the British Empire Trophy.

Before I say something more about the British Grand Prix stables and the big sports-car teams, I would like to mention a British motor-racing establishment which is in many ways unique. The Ecurie Ecosse was started by Mr. David Murray, a well-known Scottish driver, who makes no attempt to build his own cars, but instead buys the models he fancies—mainly Jaguars—and recruits the best drivers he can find. They have done very well in 1955.

Now, back to the big boys. Stirling Moss nearly signed on to drive for the Vanwall team next season and that is a fine tribute to the way in which this car is being developed. It has yet to win a Grand Prix, but that could happen during 1956, especially if Mr. Vandervell can get an ace driver. Mr. Vandervell, who makes the famous "Thinwall"

(*Continued on following page*)

BRITAIN'S MOTOR-RACING STABLES

(*Continued from previous page*)

bearings, developed the Vanwall after gaining experience with a modified 4½-litre Ferrari which he called the Thinwall Special.

There is tremendous rivalry between the Vanwall and the B.R.M. team, which has really got down to business under Mr. Alfred Owen's direction. With their new 2½-litre model, team manager Raymond Mays and designer Peter Berthon hope to erase the unhappy memories of the early days of the 16-cylinder B.R.M., when it was run by a Trust.

No man is facing the coming season with greater confidence than Mr. Rodney Clarke, designer and builder of the Connaught cars in Mr. Ken McAlpine's *équipe*. For, right at the end of the 1955 season a Connaught won the Syracuse Grand Prix, beating the Maserati team hollow. The Connaught was driven by Tony Brooks, a young dental student who was relatively unknown in big-time motor racing. He was the first driver for more than thirty years to win a major Grand Prix in a British car.

The record of the Jaguar sports car team speaks for itself. Three Le Mans victories in five years! Behind that fact lies tremendous design skill, great enthusiasm and will to win. The same can be said of the 3-litre Aston Martins, under Mr. David Brown, the tractor and gear "king."

Aston Martins have added lustre to Britain's engineering prestige many times over. In all the leading events in Britain and on the Continent they have acquitted themselves nobly in the hands of drivers like Parnell, Collins and Salvadori.

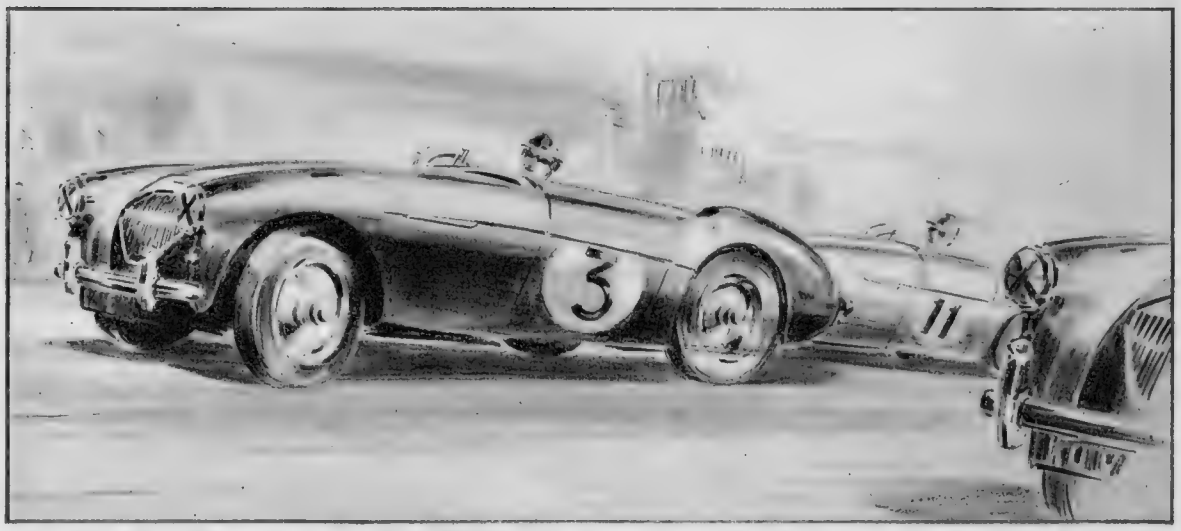
The 1955 season is over. The 1956 programme will not begin for some time. But do not run away with the idea that the racing stables we have been discussing are having a quiet time just now. Some of next year's biggest races are being won *now* in workshops scattered through the length of Britain.

On right—

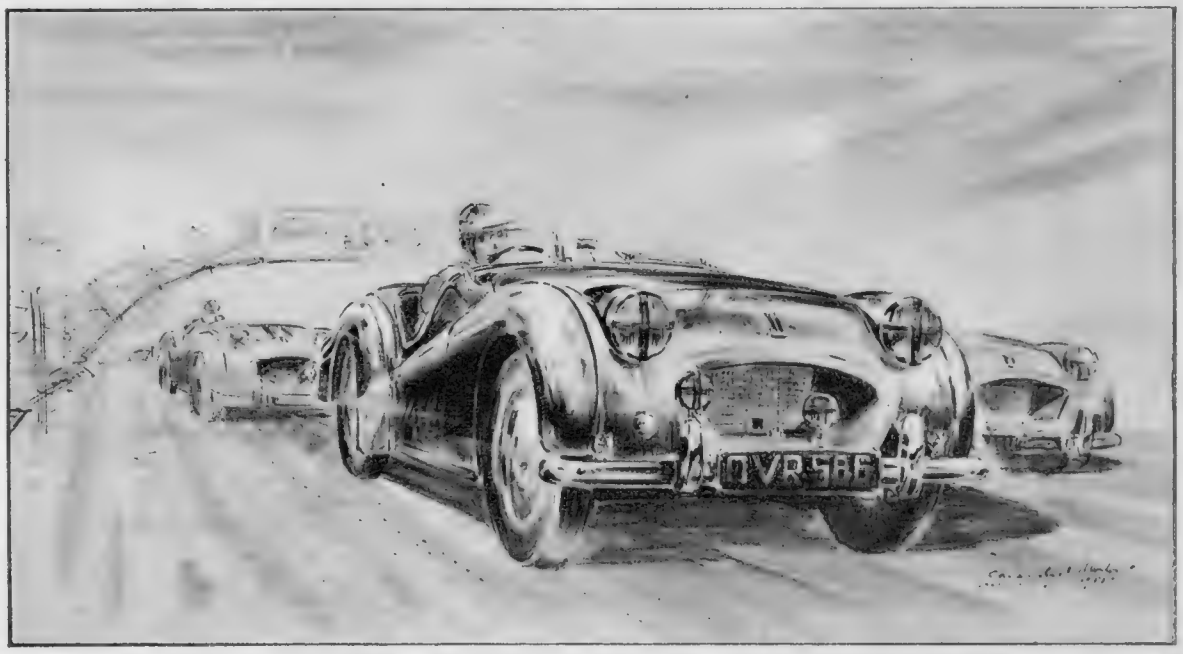
CLUB RACING: Triumph TR2s, very popular cars for this type of sociable racing, compete in a club race for this make on the circuit at Snetterton, in Norfolk.

Below—

M.G. RETURNS TO RACING: After many years of absence from the race circuit, M.G. made a welcome return this year with the M.G.A., a streamlined two-seater which in appearance breaks away from the traditional M.G. style. The car shown here at Le Mans last season is the Ex 182 racing model from which the M.G.A. has been developed.



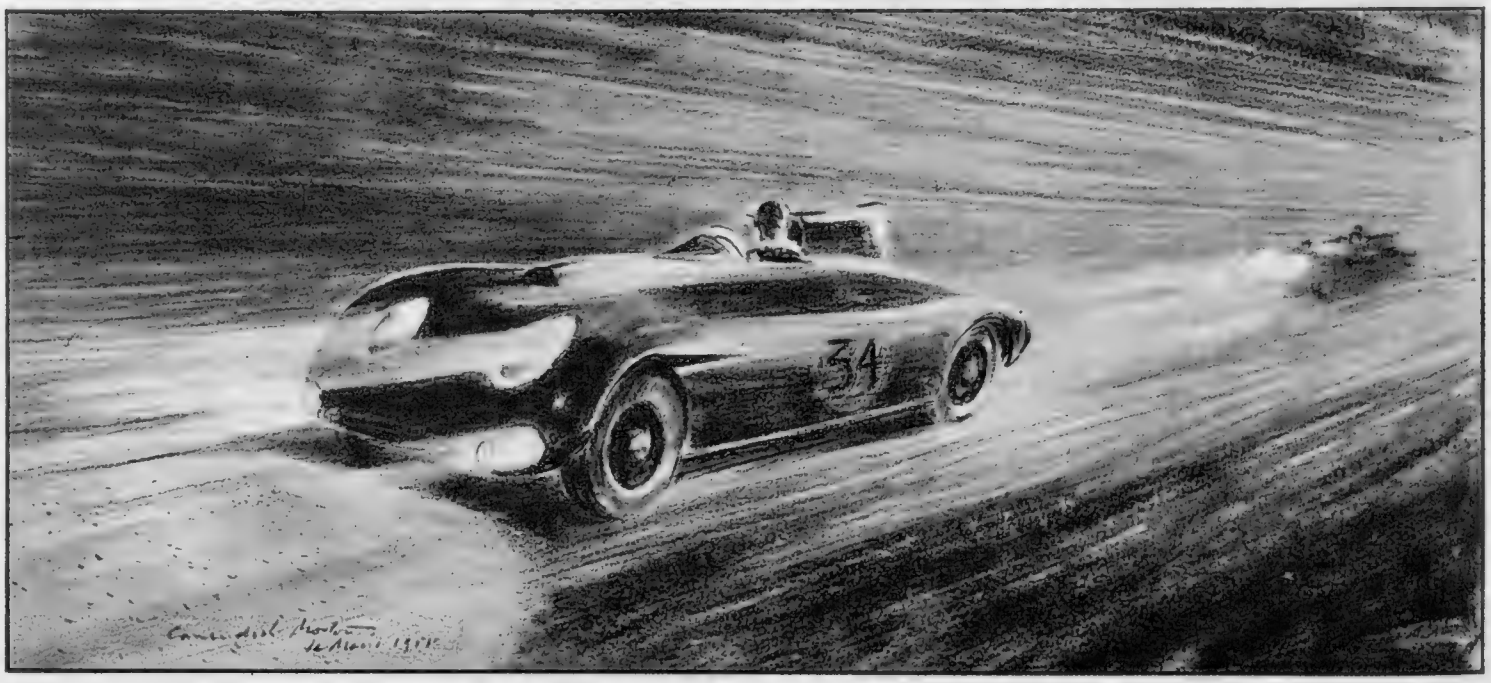
A RACE FOR AUSTIN-HEALEY 100s AT SNETTERTON: An Austin-Healey 100 in racing trim holds the record for production cars of under 3,000 cc. for the measured mile at a speed of 142.636 m.p.h., and a hundred other records besides. Like the Triumph TR2, the Austin-Healey provides good sport for the enthusiast who has to use the same car for business as well as for racing. It is especially popular in the United States.



THE VANWALL SPECIAL MAKES ITS MARK ON A BRITISH CIRCUIT: Harry Schell is seen driving this new model at Snetterton. After gaining experience with a modified 4½-litre car, known as the Thinwall Special, Mr. G. A. Vandervell has produced the Vanwall Special, an entirely new design. This very fast car enjoyed many successes last season.

On right—

MIDNIGHT AT LE MANS—BRISTOLS ARE IN THE LEAD DURING THE TWENTY-FOUR-HOUR RACE: In the glare of the headlights are seen two Bristol 2-litres, members of the works team of three which has been entered for the race for the past two years. On both occasions this team has taken the first three places in the class for cars of up to 2,000 cc. The success of the cars owes much to the experience gained by the designers of the aerodynamic bodies in reducing wind resistance. The engines of the Bristol Car Company have also won renown in other bodies as in those manufactured by the Coopers.



THE COMET III IN NEW ZEALAND: Group Captain John Cunningham (on the left) and Captain Peter Bugge, Second Pilot, at the controls of the Comet before taking-off from Auckland for Fiji. *Below*—The Comet is seen over the upper reaches of Auckland Harbour on its way to Whenuapai Airport, Auckland, from Australia.

THE COMET III ON ITS WORLD FLIGHT

Another Stage Completed by the Jet Airliner in its Proving Flight over the World Routes

The Comet III, continuing its proving flight along the world routes used regularly by the international airlines, completed another stage with its arrival at Whenuapai Airport, Auckland. The main purpose of the flight is to collect detailed information concerning the operational behaviour of a jet airliner in a wide variety of conditions and changes of climate on the world passenger routes. The normal airline procedures for jet airliners are being carried out at every stage in the flight, so that it resembles as nearly as possible a normal scheduled service. The technicians and observers are collecting their data with a view to assisting the development of the Comet IV, which it is hoped to have in service on the regular B.O.A.C. flights along the 12,000-mile route between London and Sydney in a little over three years' time. Beginning its return flight to England from Montreal, the Comet developed engine trouble soon after take-off and turned back to Canada.

PANTOMIMES ON ICE: *Left*—This is one of the many spectacular scenes in *Dick Whittington on Ice*, at the Empress Hall, in Earls Court, London. Breaking from usual pantomime tradition, the part of Dick is played by a man—James Blair, who is one of America's star skaters. The company of 200 requires some 1,600 costumes. There are about 600 property items. *Right—Babes in the Wood* at the Empire Pool, Wembley, is another lavish production on ice. This show includes many dance scenes, and comedy is provided by Jimmy Jewel and Ben Warriss. Jacqueline Du Bief is Robin Hood and there are a number of speciality acts.

PLAYS AND PANTOMIMES

Seasonable Shows in London Include New Revues and Productions on Ice

TWO FAMOUS CHILDREN'S STORIES ARE TRANSFORMED INTO A MUSICAL: The ballet scene, "New York, 1864," is part of *A Girl Called Jo* at the Piccadilly Theatre, in London. This is a musical play based on the American classics, *Little Women* and *Good Wives*, by Louisa M. Alcott. *On left*—Joan Heal, as Jo, and Marion Grimaldi, as Meg, are two of the stars. Others in the cast include Kenneth Edwards and Diane Todd. The lyrics are by Peter Myers, Alec Grahame and David Climie, and music is by John Pritchett.

"LET'S MAKE AN OPERA": An incident in the Trunk scene in Benjamin Britten's amusing lesson in opera-making at the Royal Court Theatre in London. Surrounded by the children are the adults. From the left are Trevor Anthony, in the part of Black Bob, Gladys Parr, who has the role of Miss Baggott, and Leighton Camden, who is the Gardener. The production is presented by the English Opera Group. *Let's Make an Opera* was first performed in 1949.

THE REVUE AT THE ADELPHI THEATRE: From the left are Allen Christie, Odette Crystal, Al Read, Shirley Bassey and Jack Tripp in the scene entitled "Minstrel Melodies" in the revue *Such is Life*. The show is built round the personality of Al Read, who includes in his various appearances an impression of Maurice Chevalier. There are a number of turns from abroad. Among them are some singing puppeteers from America and a trio from Spain who dance and sing.

THE LARGER-THAN-LIFE-SIZE CHRISTMAS CRIB IN ST. PAUL'S CATHEDRAL: The figures in this magnificent representation of the stable at Bethlehem are of reinforced plaster worked direct, and have been fashioned by twelve British sculptors. The centre-piece is of the Virgin and Child and grouped round it are the figures of St. Joseph, the shepherds and cherubs, young children, a figure symbolising Peace, and animals. Standing above the manger is a figure of St. Gabriel in the act of blessing. There are several other figures outside the stable. The crib has been set up in the east bay of the Cathedral's South Transept, and will remain on view until February 2.

ST. JOSEPH AND THE MAGI: The figure *on the left* is the work of Adrian Allinson, and the group of the Magi is by Kate Parbury. The other sculptors are Charles Wheeler (Gabriel); Josephina de Vasconcellos (Virgin and Child); Marjorie Crossley (shepherds); Franta Belsky (cherubs); Marjorie Meggitt (children); Eva Castle (vixen and cubs); Gwyneth Holt (a boy with the dove of Peace); Alexander Marshall (two doves); Marjorie Drawbell (a lamb), and Huxley Jones (attendant angel).

THE NEW CRIB AT ST. PAUL'S

Twelve British Sculptors Provide the Figures for the Nativity Scene in London's Cathedral

One of the last official acts of Dr. Wand as Bishop of London was to bless on Christmas Eve the crib which has been set up in the east bay of the South Transept at St. Paul's Cathedral. The originator of the crib was the Archdeacon of London, the Ven. O. H. Gibbs-Smith, and the slightly-larger-than-life-size plaster figures have been fashioned by twelve British sculptors. Work on the figures began in July and they have been made of reinforced plaster worked direct. At the moment they are on loan to the Cathedral but it is hoped that they will eventually pass into the possession of the Dean and Chapter. In addition to the figures of the Virgin and Child, St. Joseph, the shepherds and the Magi, there are groups of animals, a figure symbolising Peace and a group of children depicting the Holy Innocents who suffered in Judea. The children also represent the four races of mankind and symbolise the orphans and refugees of the wars of history. Dominating the entire scene are two other massive figures. One is of the Archangel Gabriel and the other is of an attendant angel.

The Sphere of Travel

UNDER SOUTHERN AFRICAN SKIES

Southwards to the Union of South Africa and the Federation of Rhodesia and Nyasaland. Suggestions for Holidaymaking in Warm Sunshine, and Journeys by Land, Sea and Air

By GORDON COOPER

A FEW months ago, standing at Sagres, the desolate and windswept south-western tip of Portugal, where Prince Henry the Navigator had his famous school of navigation, I felt a curious historical regret. It was that this great Portuguese sailor, who died in 1460, had not lived another thirty years. Then he could have heard from the lips of Bartolomeu Diaz his report on being the first European to have seen, and doubled, what he called " Cabo Tormentoso " (Cape of Storms). " No, but rather Cabo da Boa Esperança " (Cape of Good Hope), responded his then master, King John of Portugal, foreseeing in that discovery a new route to the East and a lion's share in the Indian trade.

Although it is now many years since I first saw the Cape, I still remember vividly its tremendous impact on me. It was in dazzling September sunshine the vast mauve mass of Table Mountain jutted up from the ocean's brilliant blue. So completely did its colossal dimensions hide the hinterland that the Table, with its crowning " table-cloth " of cloud appeared to me as an ocean-girt island. " The fairest cape we saw in the whole circumference of the earth," declared Sir Francis Drake ; bold headlands, with Table Mountain, gigantic and severe, towering behind and above it all.

To-day, travelling by air, you can leave London comfortably after breakfast and be in Cape Town in time for dinner the following day—just like a package being shot through the air. But, for a first visit at any rate, I still think there is nothing to beat the journey out by sea. This voyage is the best of rest-cures, and after passing Madeira or Las Palmas you enter on the long stretch of ocean where it is *always* sunny and perfectly calm.

There are many shipping lines carrying passengers between Britain and the Continent to South Africa. The most frequent services are those maintained by the Union-Castle Company, and apart from the weekly mail service by the West Coast they have some fine ships which make the Round Africa voyage. Thus you can go out one way, returning by another. Certainly if you have the time the East Coast ports are well worth visiting. Another recommended, but less frequent, service is that provided by Ellerman's " City " Liners.

THE DOMINATING FEATURE OF THE SOUTH AFRICAN CITY OF CAPE TOWN : A view of the majestic sweep of Table Mountain which is here seen towering above the Houses of Parliament. A passenger travelling to South Africa by air can leave London after breakfast and be in Cape Town in time for dinner the following day.

and, for myself, I know that after many travels I still regard it as being the grandest and most impressive of the world's landfalls.

An hour later my four weeks of bare sea and sky ended, for I had journeyed in an old tramp steamer which had called at no port since we sailed from Tilbury, and I found myself transported into that unforgettable spectacle of Cape Town's flower-clad sub-tropical spring-time. Its setting was a soft, Neapolitanesque panorama of red roofs, foliage, outflung beaches, and

It is only fair, however, to warn intending travellers that at certain periods of the year passages are very difficult to secure, unless booked months in advance. This annual over-demand occurs from March to June, the time when the people of South Africa come on their European tours. Bearing this in mind, consult your travel agent and be sure of your return passage before leaving home. There are, by the way, a number of round trips offered by the Union-Castle Company at reduced fares during 1956. A leaflet issued by them gives all the particulars.

ONE OF FOUR LUXURY LINERS WHICH PLY BETWEEN ENGLAND AND SOUTH AFRICA : The *City of Durban* and her sister-ships, the *City of Port Elizabeth*, *City of Exeter*, and *City of York*, are all operated by Ellerman Lines. Each ship has cabins for 100 passengers.

For those who do not know South Africa, the question may arise on how best to occupy one's time during the stay there. With such a variety of wonderful things to do and places to be visited, I can only say the decision hinges largely on individual tastes and the time available. While air travel can, if need be, whisk you about in a remarkable manner, so that in a week you could get flashes of Durban, Johannesburg, the Kruger National Park, Rhodes' Grave and the Victoria Falls, starting and finishing at Cape Town, it is not my idea of a suitable itinerary. My advice, then, would be to obtain from the South African Tourist Corporation (70, Piccadilly, London, W.1) their literature, and to study it. The booklets, in my opinion, are the best produced by any official travel organisation, and they are a delight to read. They are evocative and supply the kind of practical information you want to know.

The Rhodesia and Nyasaland Federation (429, Strand, London, W.C.2) also issue travel brochures and can answer travel queries.

If only a few days on land are available, then I suggest they might well be spent leisurely and profitably at Cape Town, whence some lovely excursions could be made to places of interest in the Cape Peninsula. You might even care to spend part of your time at one or other of the near-by seaside resorts, Muizenberg being the best known. Here there are magnificent sands and unsurpassed surfing, as well as many good hotels.

Another suggestion would be to make the Garden Route Round Tour from Cape Town. This is a motor-coach service operated by the Railways Administration, occupying ten days with night stops at Montagu, Oudtshoorn (two nights), Knysna (two nights), Wilderness (three nights) and Albertinia. The fare includes all meals and hotel accommodation, so these problems are easily solved and you are left entirely free to enjoy what I regard as the finest scenic trip in South Africa.

Should you be rejoining your ship at Durban, there is a five-day motor-coach service (also run by the Railways Administration) between Cape Town and Durban, with night stops at George, Port Elizabeth, East London and Kokstad.

For those with more time at their disposal, there are many possibilities. A visit to one or other of the two leading South African National Parks—the Kruger and the Hluhluwe—is surely indicated. There are organised tours and satisfactory arrangements for accommodation within these game reserves. While the Kruger National Park is the better known of the two, the Hluhluwe is possibly the more attractive scenically. Here, within an area of some sixty square miles, is a fascinating wild land of green hills and dense valleys, with the lines of blue mountains in the distance. Here, too, you can see the massive black rhinos and also the very rare white rhinos.

There are more game reserves in the Rhodesias, including the Wankie, in Southern Rhodesia, home of many elephant, and the Kafue National Park and the Luangwa Valley South Game Reserve, in Northern Rhodesia. All these reserves have accommodation for visitors, but they are only open during the winter months (about May to October).

The Victoria Falls are, of course, Rhodesia's premier sight, and they are probably the most impressive of their kind in the world. (I always remember my disappointment when I visited Niagara. It seemed to me to be insignificant compared with the Victoria Falls.) The hotel at the Falls is one of the most luxurious in Southern Africa, and two or three days can be spent there pleasantly.

If the journey to the north is made by train—you can also fly to the Falls—then an excursion should certainly be undertaken from Bulawayo to the grave of Cecil Rhodes in the Matopos. Here, atop a domelike granite hill, whose crest is strewn with gigantic lichen-tinted boulders, is the site chosen by him for his tomb. " View of the World," he called it. And once, it is said, he lay down full length there " to see how it felt."

There are other near-by tombs amidst these lonely hills, for it was Rhodes' wish that those who had deserved well of their country should be buried there. But it is to the Founder's grave one always turns.

While the sights I have mentioned in South Africa will satisfy the majority of travellers, there are a few, I feel, who might wish, if only for a brief spell, to experience the lure of living on the veld. The " Veld " is a fairly elastic term and embraces every kind of open country. From the train, the Karoo, for instance, may appear harsh, repellent and hideous as a basking crocodile. But at sunrise and sunset it can become gorgeous to behold, and in the moonlight it has the tender quality of fairyland.

For those who think as I do, I suggest a spell as a paying guest on a farm, or in a local hotel. Enquirers regarding accommodation of this kind should apply to the official information offices in Cape Town, Durban, Johannesburg, Bulawayo, Salisbury and Blantyre (Nyasaland). Apart from the Karoo, there are in the Union the Drakensberg Mountains of Natal, the wine-growing districts around the Cape, and the High Veld of the Transvaal.

In Southern Rhodesia, my choice would be Inyanga in the Eastern Districts, a wonderful country of mountains, deep valleys, rolling down land, good fishing and a great expanse of ruins of a former civilisation. There are several tourist hotels in this area. And in Nyasaland, whose peaks are so reminiscent of the Black Coolins in the Isle of Skye, I recollect the Nyika Plateau, 7,000 ft. high, which were so admirably described in Colonel van der Post's book *Venture into the Interior*. There is a pleasant Government rest-house at which you can stay, and this district is accessible by car. Then, there is Lake Nyasa, one of the loveliest of African lakes.

Along the shores of Lake Nyasa I recommend the Grand Beach Hotel at Salima, and the Palm Beach Hotel at the southern tip of the lake, near Fort Johnston.

BY SEA AND LAKE

Places of Interest in South Africa, Rhodesia and Nyasaland

ONE OF THE FAVOURITE SEASIDE RESORTS IN THE CAPE PENINSULA : Muizenberg, on False Bay, Cape Town, has magnificent sands and unsurpassed surfing. It is also equipped with many good hotels. The cottage at this town in which Cecil Rhodes died in 1902 is now a museum.

THE REST CAMP AT THE HLUHLUWE GAME RESERVE, NATAL : Visitors are arriving at the reserve, which extends over an area of about sixty square miles. It is possible here to see the very rare white rhinoceros. Hluhluwe Reserve is situated some 180 miles northwards from Durban.

TWO PICTURESQUE SPOTS FOR THE VISITOR TO SOUTHERN AFRICA : *Left*—The Victoria Falls, in Rhodesia, are probably the most impressive of their kind in the world. *Right*—Looking down on the Wilderness, an attractive seaside resort east of George, in the Cape Province, which can be visited on the Garden Route Round Tour from Cape Town. The journey is made by coach. The Wilderness Estate Beach is several miles long, and the lakes behind it are parallel with the coast.

CRUISING ON LAKE NYASA : The *Ilala*, run by the Nyasaland Railways, maintains a steamer service for passenger and goods traffic on the lake. Calls are made at the lake's ports and small islands.

HOLIDAY-MAKING ALONG THE SHORES OF LAKE NYASA : The unspoilt beauty of Salima, which is situated at an altitude of 5,000 ft. The town itself is about ten miles from the lakeside. *On left*—The boats are made ready at Palm Beach, near Fort Johnston, at the southern tip of the lake.

SCHOOL FOR BALLET

Pupils Show their Skill at the Bolshoi Theatre in Moscow

The ballet in Russia is one of the very few forms of culture which has been comparatively little affected by political changes. The famous ballet schools have histories uninterrupted by wars, revolutions or Communist "purges." The reason for this is probably that Russian ballet develops from the tradition established ineradicably by the great stars of a century ago.

The Bolshoi Theatre in Moscow has attached to it one of the leading ballet schools in the Soviet Union. Generations of immortal dancers have graduated through its classrooms, and to-day there are abundant signs among the students that the glory of the past and present will be continued into the future. The ballet is one of the most exacting of professions. Years of hard training are needed for a career which may be short before the footlights, because of the great physical strain imposed. The pupils enter the Bolshoi School when they are young. As well as learning to dance, they are given a full secondary education.

BALLET STARS OF THE FUTURE: Yelena Kholina and Leonid Bolotin perform the Spanish Dance in *The Nutcracker Suite* during a production by the pupils of the Ballet School of the Bolshoi Theatre in Moscow. The school is over 180 years old.

A RUSSIAN DANCE IN A PUPILS' BALLET: The principals are, from the left, Vsevelod Nemolyayev, Eugeniya Rudneva and Inna Kharlamova, in the Russian dance in the Tschaikowsky Suite. At present there are over 300 students at the school. The syllabus includes a full course in general educational subjects.

A DEMONSTRATION OF AGILITY AND MOVEMENT: The four central figures are, from the left, Petrit Vorpsi, Vladimir Nikonov, Vladimir Yaroshev and Anatoly Ozherelyev.

A JUNIOR CLASS AT WORK: The girls on their points against the barre are being instructed in classical dancing. *On right*—They are taught poise and precision from their teacher, Lidiya Rafailova. The school of the Bolshoi Theatre takes pupils at an early age, for years of disciplined training are necessary in the creation of a ballet dancer.

RELAXATION FROM WORK: Some of the junior students are looking at books and periodicals in a recreation room in the Ballet School.

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The World of Books—By VERNON FANE

VERSAILLES IN THE 16TH CENTURY

The Story of a Princess of Orleans; The Life and Times of Oscar Straus; Miss Rachel Carson's New Book; Thurber's Dogs; Three Novels from America

"THERE was once a princess"—so begins the classic fairy story. But if the story had been written of Anne-Marie-Louise d'Orleans, it would have had to continue, "who was also a Bourbon twice over, grand-daughter of Henri IV, niece of Anne of Austria and Henrietta Maria of England, first cousin of Louis XIV, a duchess and a countess several times over in her own right, and the richest woman in France." But the tale of LA GRANDE MADEMOISELLE (Hamish Hamilton. 21s.), though of quite exceptional interest and even excitement as Mr. Francis Steegmuller has written it, is far from being a fairy tale, and its nearest approach to a Prince Charming is the young Roi Soleil, an absolute monarch if ever there was one. Mademoiselle, however, had a lot of character, a conscious pride in her high birth—"my birth made me incapable of doing anything that isn't grand and exalted"—and a toughness of physique and spirit that was partly an inheritance and partly a necessity for anyone living in Versailles in the 1660's. I found the whole book fascinating and not least the translations from Mademoiselle's own journals.

PRINCE OF VIENNA (W. H. Allen. 18s. 6d.) is Mr. Bernard Grun's biography of a member of a different aristocracy: music. This is a study of the life, times and melodies of the late Oscar Straus, who has been called the *grand seigneur* of Viennese operetta and whose melodies entranced a world from *The Chocolate Soldier* of our fathers' day to *La Ronde* of our own. Much of Vienna, and of Paris, and eventually of Hollywood, comes into Mr. Grun's study, but it begins and ends in that small, delightful Austrian town, Ischl, where Franz Josef had his favourite and palatial "villa" and Oscar Straus his, till his death in 1951.

Miss Rachel Carson has a reputation as a writer about the sea which is almost unique and which was established with her magnificent book *The Sea Around Us*. Now, in a further volume, THE EDGE OF THE SEA (Staples. 18s.), Miss Carson convinces us again of her amazing technical knowledge, her mastery of a simple and effective prose style, and the fact that her chosen subject is an infinitely rich study. Miss Carson writes here under three main headings: of the rocky shore, the rim of sand and the coral coast, regions which may be found all over the world, but which she demonstrates here through the Atlantic coast sea line in her native America. Absorbing, and very fully illustrated by Mr. Robert Hines' drawings.

LIVING WITH BIRDS (Collins. 15s.) is the work of an astonishing woman naturalist. Miss Len Howard tells us that fourteen years ago she left London for a small cottage in Sussex "with wild birds flying freely in and out," and there she has observed their ways, tamed them in the sense that she has gained their complete trust, and observed the degree of their intelligence and individuality. Her book, like her last one, might well be called a collection of bird biographies, so clearly are their ways shown and differentiated, and so evident is it that the author, in the simplest possible phrase, knows what she is writing about. The photographs alone would be proof to a sceptic, for these show tiny birds, tits, robins and nuthatches perching confidently on the writer's hands or shoulders and, in the case of the appropriately named "Cobbler," making a workmanlike inspection of her sandals.

I am not sure whether Mr. James Thurber ranks as a naturalist. Let us just say that he is a genius (which is enough for *anyone*), and let it go at that. In any case, he has made a collection of stories and drawings about the dogs he owns and has owned, and if there exists someone who knows neither about Thurber nor THURBER'S DOGS (Hamish Hamilton. 12s. 6d.), this is obviously the moment to remedy such a sad deficiency. Of course there may be people who don't think that what Thurber has to say or draw about dogs is either brilliantly perceptive, hilariously funny or just plain magic, but I can't really see what can be done about them. They just come under that melancholy old heading of All Sorts to Make a World. I restrain myself from quotation, which is all the easier because I have never found a good way of quoting a drawing, and will only say, with moderation, that I thought it a wonderful book.

Nearly 200 years ago Casanova, who seems to have been an expert on a number of subjects, wrote that "Nothing in England is like the rest of Europe," a view which was later to be supported with a certain amount of complacence by Miss Nancy Mitford's

A DRESSMAKER'S AUTOBIOGRAPHY: Mr. Norman Hartnell sits between Mrs. Gerald Legge (on the left) and Miss Barbara Kelly, the actress, at a luncheon given in London by Messrs. Foyle, the booksellers. This was to mark the publication of Mr. Hartnell's autobiography, *Silver and Gold* (Evans. 30s.). He is dressmaker by appointment to Her Majesty the Queen, chairman of the Incorporated Society of London Fashion Designers, and Vice-president of the Clothing Institute. He has designed dresses for many members of the Royal Family.

character, Fa, and which seems to have been a subject for speculation from the days of Froissart to the days of Maurois. Now Francesca Wilson has compiled a very special kind of anthology of foreigners' opinions (if foreigner is not too insular and therefore revealing a word) on our island race during the past 500 years. Some of them are funny, some of them are flattering, some of them are highly disconcerting and all of them are, I think, salutary reading. STRANGE ISLAND (Longmans. 21s.), in fact, is as stimulating reading for those of us who love our country as for those of us who are simply smug about it.

THE MASKS OF SPAIN (Frederick Muller. 15s.) is by Mr. Henry Gibbs, who has known that country since he reported the civil war there and has travelled much in it since then. With the assets of an inquiring mind and a trained writing sense he gives the reader in this book his experiences and conclusions after a recent tour of Spain and Morocco, during which he examined the questions of Basque nationalism, of Spanish activity in Morocco, never very highly publicised, of the priesthood, of beggars, of Franco's career and ambitions, and of the country's possible situation in a future war.

I once heard a pedagogue say, simply and finally, that "novels were all very well." The novels this week, however, are better than the gentleman would have allowed, beginning with Elizabeth Fair's SEAVIEW HOUSE (Macmillan. 12s. 6d.), which is peopled with two amiable but far from colourless aunts, a pretty niece and, from time to time, her two suitors. The scene is an East Coast village in which the trio run a small hotel, and the story is enlivened by local gossips, both of them male, and the vicissitudes of affairs, domestic, scholastic and politely amorous. The novel is continuously interesting because the author has the ability to tell a human story without affectations and because she commands a style which is natural without colloquialism and humorous without a touch of the facetious.

The next three novels are American but have nothing else in common. THE BLOW AT THE HEART (Macdonald. 12s. 6d.) is by Mr. Bernard Glemser and deals with the exploits of an Irishman who is also a commercial artist and, in his own opinion, a displaced New Yorker since he constantly regrets the move he has made, for his wife's and his young daughter's sake, to a Long Island suburb. Gilhooley drinks too much Irish whiskey but he is a nice guy and an extremely sensitive one. Mr. Glemser writes about him and his problems with compassion and good sense, and is often extremely funny.

THE WINE OF YOUTH (W. H. Allen. 15s.) is Mr. Robert Wilder's long, forceful and not always very gripping novel about big business and power politics in Texas, New York, Chicago and all over, but with the emphasis on the Lone Star State. The hero is an able and, on the whole, likeable fellow who has inherited a legacy of corrupt dealings and tries to improve his own situation and increase his power without recourse to the bad old ways. I may say that he has a pretty hard time of it, even with a number of lovely women to help him along, and even with the sympathetic bias of his author.

GHOST TOWN BONANZA (Macdonald. 10s. 6d.) is a far more light-hearted affair set in one of those strange places in Arizona which were once towns and are now little more than shells. Mrs. Rosemary Taylor has the advantage in writing this story that she is a native Arizonastar (and if there isn't such a word it is about time it were coined), and that she also has a natural ebullience and vitality in her style, all of which help the story along splendidly on its way to a hilarious finish.

MOUNTAIN PANORAMA (Parrish. 15s. 6d.) *contains numerous chapters on winter sports and climbing. The contributors include Sir John Hunt and Sir Arnold Lunn, and the editor is Max Robertson. There are many illustrations.*

The new edition of **THE WONDER BOOK OF ANIMALS** (Ward, Lock. 15s.) *has a wealth of plates, photographs and drawings as well as text by numerous experts.*

Many photographs give abundant evidence of Her Majesty's great interest in and knowledge of horses in **THE QUEEN'S HORSES**, *by Charles Mitchell* (Macdonald. 21s.).

The latest volume in the Faber Gallery of Oriental Art is **JAPANESE SCREEN PAINTING** (12s. 6d.). *Basil Gray writes an introduction and notes to the colour plates.*

SPORTING MEMORIES

The Pleasures of Cricket and Rugby

That anyone should write a book about cricket who is neither a professional sports writer nor a renowned cricketer is cause enough for comment. However, the book in question is remarkably well written, with more than a hint of autobiography in the recounting of rich experiences, and this will ensure it the warmest of welcomes. Ronald Mason concludes his BATSMAN'S PARADISE (Hollis and Carter. 12s. 6d.) by saying, "I have enjoyed my cricket and am salving my own Nonconformist conscience in a superfluous effort to find out why. . . . But next season I will take the game as it comes, intensifying my concentration on the moment and making no further philosophical demands upon the thin air." Mr. Mason concentrates in particular on the cricketers who have made the game glow for him, most notably Jack Hobbs and Walter Hammond, not to mention some of the locals with whom it has been his pleasure to play.

Among the latter group comes the astonishing George Muggeridge, of Banstead, who looked like the villain in *Little Dorrit* and behaved on the field as if every opposing batsman was his destined victim and no one else's. At sixty-four George was still bowling like a demon, a ferocious glint appearing in his hawk-like eyes as he trundled them down with intense enthusiasm, supremely confident in his own destructive powers. Cricketers beside the winter hearth are going to have but one regret, that Mr. Mason does not write at greater length. Let us hope for another instalment in the same joyous vein.

A. A. Thomson, who wrote that delightful book *Cricket My Pleasure*, now turns to his favourite winter game, and in RUGGER MY PLEASURE (Museum Press. 12s. 6d.) has brought the same gaiety and gusto to his task. Mr. Thomson's memory goes back before the First World War, when he witnessed some of the great international matches, and he has seen most of our illustrious visitors from the Springbok tour of 1912 to the visit of the nearly all-conquering New Zealanders of last season. In one delightful chapter the author touches upon the humours and delights of school rugby stories, quoting that supreme moment in the *Cock House at Fellsgarth* when the hitherto scorned scholarship boy scores the winning try in the last moment of the game. "I should like, in the interests of equity," says Mr. Thomson, "to see an up-to-date version of this episode, in which parity of esteem was regained by the only boy in the school whose parents were paying his fees."

SOMETHING PARTICULAR, by Ann Driver and Rosalind Ramirez (Hodder and Stoughton. £2 12s. 6d.), is a stylised and somewhat lofty account of an experiment in music and mime with a class of mixed children, held in St. James's Palace. The appeal of this lavishly produced work seems to be somewhat more limited than a conventional art book. The text is mainly by Ann Driver and the many illustrations in colour, though sentimental, are well drawn and reproduced. The artists are Isabel and John Morton-Sale. To what extent the work could be used as a text-book for those wishing to hold similar classes in free movement and expression it is difficult to say. This well-produced volume will, however, certainly look handsome on any occasional table.

WHITAKER'S ALMANACK, 1956 (J. Whitaker and Sons, complete edition. 17s. 6d.) is the largest ever published, running to about 1,190 pages. This new edition gives full particulars of the new House of Commons elected in May 1955. The rapid increase in the number of nature reserves which have been set up in Great Britain has prompted an entirely new article on the subject, containing much detailed information. The sixteen-page section of illustrations depicting notable events of the year is now an established feature, and this year's pages include illustrations of Princess Margaret's Caribbean tour.

When Mario Marret and his three companions left France for the Antarctic in the autumn of 1951, their expedition followed directly on three consecutive summer and two winter periods spent by French expeditions on Adelie Island. But things did not go according to plan and the destruction by fire of the base at Port Martin created problems of the first magnitude. How Marret and his men faced life in these desolate wastes he tells in his book ANTARCTIC VENTURE (William Kimber. 18s.). It is a modest enough account, but the calculated risks taken and the dangers courageously surmounted make it a memorable tale.

ANIMALS ALL (Harvill Press. 15s.) is a delightful anthology of animal stories collected by Peter Skelton. Ernest Thompson Seton, Jack London, Henry Williamson and Maurice Maeterlinck are among the distinguished names in this outstanding collection.

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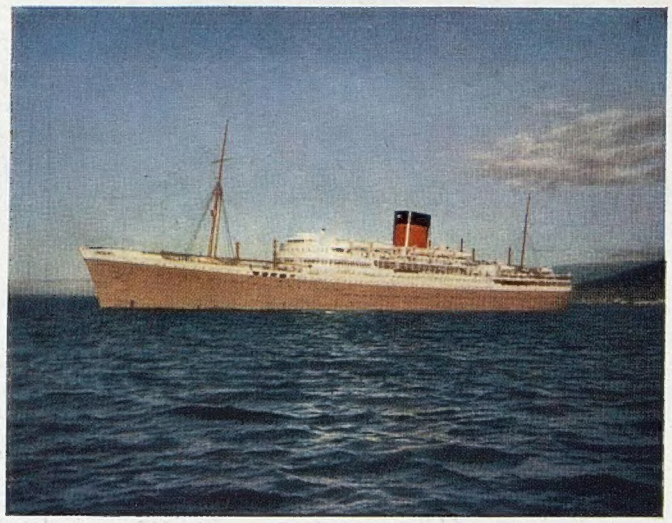

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